

OF 40 SEKRS.

MARUA OR RAGI. (Eleusine Corocana.)			KANGNI OR KAKUM, ITALIAN MILLET. (Setaria italica.)		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.
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508b

Undermentioned *Marts* of Bengal during the fortnight ending the 15th March 1886.

AM, CHANA, CHHOLA, DALAY OR SURAGA. (Cicer Aretinum.)			INDIAN-CORN OR MAISR. (Zea Mays)			ARWAR OR THUR (ADJAN PRA. (Cajanus indicus.)			FIREWOOD.			SALT.			MARTS.
Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	
R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	
3 5 3 0	2 0 0	2 0 0	1 14 6	2 0 0	1 15 0	1 14 0	...	0 6 3	0 6 3	0 6 0	2 11 0	2 11 0	2 12 0	0	Calcutta.
0 5 9 0	2 10 0	...	...	...	...	...	...	...	...	...	2 12 0	3 0 0	3 0 0	0	Serjanga.
0 2 8 0	2 2 0	...	...	...	...	...	...	0 5 0	0 5 0	0 8 0	3 1 0	3 1 0	3 0 0	0	Dacca.
2 4 0	2 8 0	...	...	...	...	2 0 0	...	...	0 8 0	0 8 0	...	2 13 9	2 14 0	0	Naraingunge.
0 2 12 0	2 12 0	...	...	...	4 0 0	4 0 0	0 3 12 0	0 6 0	0 6 0	0 4 0	3 4 0	3 4 0	2 12 0	0	Chittagong.
0 1 14 0	1 10 0	1 7 0	1 9 0	1 4 0	1 6 0	1 8 0	...	0 4 6	0 4 6	0 5 0	3 1 6	3 1 6	3 0 0	0	Patna.
0 2 8 0	2 8 0	...	...	...	1 12 0	2 12 0	...	0 3 6	0 3 6	0 3 9	3 8 0	3 8 0	3 6 0	0	Balasore.
...	...	...	...	...	...	...	...	...	...	...	...	2 10 0	2 7 0	0	Pooree.
0 2 0 0	1 11 0	...	...	...	...	...	...	0 8 0	0 8 0	0 8 0	2 12 0	2 12 0	2 12 0	0	Cuttack.

Published for general information.

P. NOLAN,

Offg. Secy. to the Govt. of Bengal.

Meteorological Report of the Province of Bengal

METEOROLOGICAL DIVISION	DISTRICT.	Representative station.	STATION OBSERVATIONS.												
			AIR PRESSURE.			WIND.		TEMPERATURE.							
			Mean barometric height, 10 A.M.	Mean reduced to sea-level.	Variation from mean.	Prevailing direction.	Mean wind velocity.	Hottest during week.	Date.	Lowest during week.	Date.	Mean maximum temperature.	Mean minimum temperature of week.	Mean daily temperature of week.	Variation from mean of week.
OCEANIC.	Pooree	Gopalpore	29.059	30.000	—	Calm	147	87.2	14, 17, 18, & 19 Mar.	70.9	13th Mar.	86.2	73.2	79.7	—
	Cuttack	False Point	29.079	30.001	+ 0.30	SSW	154	89.5	16th "	64.0	14th "	86.3	80.2	77.8	-2.9
	Balasore	Cuttack	29.830	29.072	+ 0.26	SW	34	90.4	18th "	68.8	13, 14, 15, 16, Mar.	92.2	60.9	81.1	-0.2
	South-West Midnapore	Balasore	29.046	30.006	—	SW	88.4	93.0	17th "	65.8	13, 14, 15, & 16th Mar.	89.0	67.5	78.9	-0.8
	South 24 Pargunnahs	Saugor Island	29.063	29.989	+ 0.35	SW	206	87.7	14th "	68.4	14th "	86.5	74.1	80.3	-0.3
SOUTHERN HIMAL.	Midnapore	Midnapore	29.054	29.985	—	Variable	77.0	90.3	18th "	61.2	16th "	93.2	66.9	80.1	—
	24-Pargunnahs	Calcutta	29.066	29.988	+ 0.57	SW	80	92.0	18th "	60.3	14th "	88.8	66.4	77.6	-2.9
	Howrah	Calcutta	29.081	29.993	+ 0.55	W	44.0	94.3	18th "	60.4	14th "	90.6	65.0	77.8	-3.3
	Bankoora	Bankoora	29.066	—	—	NW.	81	95.1	18th "	61.7	14th "	90.9	67.6	79.3	—
	Beerbhoom	Raneegunge	29.051	—	—	SE	81.4	94.5	18th "	61.4	13th "	90.5	66.1	78.3	—
	West Burdwan	Raneegunge	29.051	—	—	SE	81.4	94.5	18th "	61.4	13th "	90.5	66.1	78.3	—
	Moordhabad	Herhampore	29.016	29.984	+ 0.53	Westerly	57.9	93.7	18th, 19th Mar.	60.2	13th "	90.6	63.4	76.7	-2.7
	Nudda	Krishnagore	29.027	—	—	WSW	22.1	93.7	18th "	56.9	14th "	90.2	61.8	76.0	—
	Jessore	Jessore	29.055	29.989	+ 0.49	SW, W	53.9	94.8	19th "	57.5	14th "	91.2	63.3	77.3	-1.1
	Khoulna	Jessore	29.055	29.989	+ 0.49	SW, W	53.9	94.8	19th "	57.5	14th "	91.2	63.3	77.3	-1.1
EAST HIMAL.	Chittagong	Chittagong	29.096	29.187	+ 0.11	Calm	69	90.1	18th "	58.4	14th "	88.9	62.9	75.9	-1.6
	Chittagong Hill Tracts	Demagiri	—	—	—	—	—	—	—	—	—	—	—	—	—
	Backergunge	Barisal	29.071	29.983	—	W	55.3	91.8	19th Mar.	58.6	14th "	88.5	63.9	76.2	—
	Noakholly	Noakholly	29.048	29.102	—	Calm	?	92.0	18th "	54.0	14th "	80.5	59.4	74.5	—
	Furteedpore	Furteedpore†	?	—	—	NW	52.8	93.5	19th "	?	—	80.2	?	?	—
	Dacca	Dacca	29.064	29.087	+ 0.55	W	55	96.2	19th "	59.8	14th "	91.9	63.8	77.9	-1.7
	Tipperah	Comillah	29.042	29.077	—	NW	68.8	96.3	19th "	57.0	14th, 15th Mar.	91.2	61.1	76.1	—
	Mymensingh	Mymensingh	29.026	—	—	SSE	?	94.8	19th "	46.1†	17th "	89.6	50.0	69.8	—
	Bogra and Pubna	Bogra	29.001	—	—	Calm	?	96.5	19th "	56.2	14th "	90.7	60.0	75.4	—
	Bogra and Pubna	Serajunge	29.030	29.077	—	Northerly	58.9	90.8	19th "	61.9	14th "	90.5	58.6	74.5	—
WESTERN HIMAL.	Rajshahye	Rampore	29.082	29.043	—	SW	19.0	94.3	19th "	54.7	14th "	90.2	58.4	74.3	—
	Maldah	Maldah	29.002	—	—	E, NW	37.2	80.9	18th "	54.9	14th "	87.7	61.9	74.8	—
	Pinagapore	Pinagapore	29.061	29.983	—	SE	66	92.1	18th "	56.2	13th "	88.7	58.9	75.3	—
	Kungpore	Kungpore	29.051†	29.067†	—	W, SE	52	94.4	19th "	54.6	13, 14, 15, Mar.	89.3	56.7	75.0	—
	Julpigoree	Julpigoree	29.082	29.073	—	E	83.5	93.0	19th "	52.9	13th "	88.2	50.6	73.4	—
	Cooch Behar	Julpigoree	29.082	29.073	—	E	83.5	93.0	19th "	52.9	13th "	88.2	50.6	73.4	—
	Darjeeling Hill District	Darjeeling	23.006	—	—	NE	64.3	63.5	19th "	38.8	3th "	50.4	45.5	52.5	—
	Purneah	Purneah	29.066	29.003	+ 0.65	Calm	9.2	90.2	19th "	?	—	89.6	?	?	?
	North Bhagalpore	North Bhagalpore	29.092	29.073	—	E, Calm	—	—	—	—	—	—	—	—	—
	Muzafferpore	Muzafferpore	29.092	29.073	—	W, SE	52	94.4	19th "	54.6	13, 14, 15, Mar.	89.3	56.7	75.0	—
NORTH HIMAL.	Burhabunga	Burhabunga	29.016	29.086	+ 0.55	WSW	65.9	92.4	19th "	58.9	13th Mar.	87.3	64.0	75.7	+0.8
	Chumpran	Motihari	29.070	29.061	—	ENE	126.9	93.0	19th "	55.1	13th "	87.4	60.6	74.0	—
	Baran	Chupra	29.079	—	—	SE	60.8	94.8	19th "	57.0	14th "	88.2	62.1	75.2	—
	Deoria	Deoria	29.010	29.085	—	SSW	143.9	93.4	19th "	56.0	15th "	88.2	60.9	74.6	—
	Shahabad	Buxar	29.021	29.086	—	WNW	78.1	95.9	19th "	56.4	14th "	89.1	63.1	76.1	—
	Gya	Arrah	29.062	29.081	—	W	87.6	95.9	19th "	56.8	14th "	90.1	63.3	76.7	—
	Patna	Gya	29.071	29.085	+ 0.18	Calm	62.5	94.8	19th "	62.1	13th "	90.1	63.4	76.7	—
	Bankipore	Bankipore	29.090	29.086	+ 0.00	SE	69.6	95.7	19th "	57.7	13th "	89.9	62.4	76.2	—
	South Bhagalpore	Bhagalpore	29.080	29.083	—	SE	24	92.8	19th "	58.0	13th "	88.1	63.3	75.7	—
	South Pargunnahs	Dumka	29.040	—	—	Calm	42.1	93.1	19th "	59.0	14th "	85.3	63.8	76.3	—
CENTRAL HIMAL.	Hazaribagh	Hazaribagh	27.048	29.089	+ 0.36	NNW	156.0	90.0	19th "	55.3	13th "	84.7	63.0	73.9	—
	Lahore	Rancho†	27.030	29.085	—	NW	143.1	90.4	19th "	53.4	13th "	85.1	62.8	74.9	—
	Singbouda	Cayabass	29.099	—	—	SE	57.3	94.9	19th "	60.6	14th "	91.4	64.4	77.9	—

* Mean for five days.

† Mean for six days.

Explanation.—Summary.—The various means of air pressure and temperature are the arithmetical averages or means of the readings during the week. The humidity of the atmosphere is expressed as a percentage, saturated air being represented by 100. A clear sky is denoted by 0 and by the district (P. 4) from the total rainfall at the sub-divisional stations in the district sending in returns divided by the number of stations.

for the week ending Friday, the 19th of March 1886.

			DISTRICT OBSERVATIONS.														
			RAINFALL.														
			Of week.		Since 1st of month.			Since 1st May 1885.					Representative station.		DISTRICT.		
			Mean for district.	Normal mean.	Mean for district.	Normal mean.	Variation.	Mean for district.	Normal mean.	Variation.	Average number of rainy days.	Normal number of rainy days.					
59	0	Nil	—	—	—	—	—	—	—	—	—	—	Gopalpore ...	Pooree ...			UNDA.
60	1.3	Nil	Nil	0.17	1.17	0.47	+0.70	41.05	58.43	-16.48	0.0	0.5	Palae Point ...	...		
65	0.6	Nil	Nil	0.22	3.18	0.54	+2.64	46.32	55.06	-8.33	0.0	0.4	Cuttack ...	Cuttack ...			
69	0	Nil	Nil	0.24	1.70	0.64	+1.06	40.51	55.91	-6.40	0.0	0.5	Balasore ...	Balasore ...			
70	1.6	Nil	Nil	0.22	0.97	0.74	+0.23	70.05	65.01	+5.04	0.0	0.7	Saugor Island ...	South-West Midnapore ...			SOUTH-WEST MIDNAPORE.
36	0	Nil	Nil	0.46	0.89	1.25	-0.76	76.73	52.24	+24.51	0.0	0.8	Midnapore ...	Midnapore ...			
67	0	Nil	Nil	0.34	1.24	1.01	+0.23	61.07	53.74	+7.23	0.0	0.8	Calcutta ...	Howrah ...			
46	0	Nil	Nil	0.23	1.41	0.84	+0.57	53.51	47.98	+5.53	0.0	0.6	Hurdwan ...	Hurdwan ...			
42	0	Nil	Nil	0.27	1.10	0.77	+0.33	60.73	51.09	+9.64	0.0	0.6	Bankoora ...	Bankoora ...			SOUTH-WEST MIDNAPORE.
41	0	Nil	Nil	0.07	0.40	0.38	+0.11	62.46	52.26	+10.20	0.0	0.5	Raneseunge ...	Beerbhoom ...			
44	0	Nil	Nil	0.09	0.24	0.41	-0.17	51.19	50.12	+1.07	0.0	0.4	Herhampore ...	Moorsheadabad ...			
47	0	Nil	Nil	0.25	0.86	0.88	-0.02	57.52	50.65	+6.87	0.0	0.5	Krishnaghar ...	Nuddea ...			
64	0	Nil	Nil	0.34	0.84	1.19	-0.25	58.39	55.75	+2.65	0.0	0.6	Jessore ...	Jessore ...			SOUTH-WEST MIDNAPORE.
65	1.0	Nil	Nil	0.46	Nil	1.25	-1.25	134.10	114.44	+19.66	0.0	0.5	Chittagong ...	Chittagong ...			
64	0.4	Nil	Nil	0.34	0.34	1.61	-1.07	72.54	85.33	-12.79	0.0	1.0	Demagiri ...	Chittagong Hill Tracts ...			
47	0.3	Nil	Nil	0.40	0.11	1.30	-1.19	58.31	80.13	+21.82	0.0	1.0	Harrisal ...	Backergunge ...			
65	0	Nil	Nil	0.50	0.50	1.62	-1.12	63.34	58.46	+4.88	0.0	0.9	Farreedpore ...	Farreedpore ...			EAST BENGAL.
44	0	Nil	Nil	0.78	0.60	1.67	-1.01	60.96	62.91	-1.95	0.0	1.0	Dacca ...	Dacca ...			
43	0	Nil	Nil	1.05	0.35	2.09	-1.74	71.07	74.37	-3.30	0.0	1.0	Commillah ...	Tipperah ...			
41	2.9	Nil	Nil	0.35	0.17	0.97	-0.82	66.37	66.36	+0.01	0.0	0.7	Mymensingh ...	Mymensingh ...			
39	1.1	Nil	Nil	0.13	0.01	0.29	-0.28	53.81	57.72	-3.91	0.0	0.5	Bogra ...	Bogra and Pabna ...			EAST BENGAL.
43	0.4	Nil	Nil	0.16	Nil	0.73	-0.73	61.56	54.94	+6.62	0.0	0.6	Serajgunge ...	...		
42	0.5	Nil	Nil	0.04	0.24	0.33	-0.49	56.47	53.66	+2.81	0.0	0.3	Rampore Beantlah ...	Rajshahye ...			
42	0	Nil	Nil	0.12	0.23	0.31	-0.08	55.72	55.80	+0.08	0.0	0.3	Dinapore ...	Dinapore ...			
45	0	Nil	Nil	0.23	0.66	0.61	-0.55	68.48	75.06	-6.58	0.0	0.3	Rungpore ...	Rungpore ...			NORTH BENGAL.
42	0.1	Nil	Nil	0.33	0.15	0.61	-0.46	105.89	112.54	-6.65	0.0	0.8	Julpigoree ...	Julpigoree ...			
72	2.6	Nil	Nil	0.47	0.70	0.92	-0.22	149.23	152.47	-3.24	0.0	1.2	Darjeeling ...	Darjeeling Hill District ...			
0	0	Nil	Nil	0.05	0.12	0.27	-0.15	40.25	58.16	-17.91	0.0	0.3	Purneah ...	Purneah ...			
58	0.3	Nil	Nil	0.08	0.70	0.36	+0.34	44.79	45.83	+1.06	0.0	0.2	Mozufferpore ...	Mozufferpore ...			NORTH BENGAL.
46	2.3	Nil	Nil	0.04	0.08	0.37	-0.31	50.93	43.59	+7.34	0.0	0.2	Darbhanga ...	Darbhanga ...			
43	0	Nil	Nil	0.04	0.55	0.32	+0.23	55.42	45.53	+9.89	0.0	0.2	Motihari ...	Champaran ...			
43	0.6	Nil	Nil	0.04	0.11	0.14	-0.02	45.00	42.37	+2.63	0.0	0.2	Caupra ...	Saran ...			
36	0.4	Nil	Nil	0.08	0.73	0.29	+0.41	45.35	39.05	+6.30	0.0	0.3	Dhenoo ...	Dhenoo ...			NORTH BENGAL.
44	0	Nil	Nil	0.08	1.45	0.21	+1.27	50.45	40.23	+10.22	0.0	0.3	Gya ...	Gya ...			
43	0.7	Nil	Nil	0.06	0.25	0.20	+0.06	45.80	40.81	+4.99	0.0	0.3	Bankipore ...	Patna ...			
42	0	Nil	Nil	0.03	0.60	0.19	+0.21	48.27	42.40	+5.87	0.0	0.3	Shahpore ...	South Bhawalpur ...			
35	0	Nil	Nil	0.04	0.54	0.34	+0.20	61.59	45.91	+15.68	0.0	0.3	Doonka ...	Southal Pergunnahs ...			SOUTH BENGAL.
32	0.9	Nil	Nil	0.10	2.31	0.64	+1.47	60.81	49.49	+11.32	0.0	0.4	Hasaribagh ...	Hasaribagh ...			
44	0	Nil	Nil	0.23	1.14	0.68	+0.46	51.47	48.75	+2.72	0.0	0.7	Loharagura ...	Loharagura ...			
39	0	Nil	Nil	0.25	1.20	0.97	+0.23	54.90	53.80	+1.10	0.0	0.9	Chyabassa ...	Singapore ...			

period for the past ten years. The variations are negative when the mean for the week is less than the corresponding normal mean, and positive when greater. The number denoting cloud amount represents the part of the sky covered, the whole sky being denoted by 10. Under the head "District" observing stations for the period in question during the past 12 years. The means of the "district" are the numerical averages of the rainfall return received by one on which at least hundredths of an inch fell.

Statement of Rainfall in Bengal for the week ending Friday (6 p.m.), the 19th of March 1886.

[illegible]

Statement of Rainfall in Bengal for the week ending Friday (6 p.m.), the 19th of March 1886—contd.

Meteorological division.	District.	Station.	RAINFALL.						TOTAL.		Total rainfall since 1st of month.	Average total rainfall from 1st of month.	Total rainfall since 15th May 1885.	Average rainfall from 15th May 1885 to date.	
			Saturday, 18th March.	Sunday, 19th March.	Monday, 18th March.	Tuesday, 19th March.	Wednesday, 17th March.	Thursday, 18th March.	Friday, 19th March.	Number of rainy days.	of rainfall week.				
EAST BENGAL—contd.	Noakholly	Gourmaddi	...	...	...	...	...	...	...	Nil	Nil	0.24	?	?	?
		Banphal	...	...	...	...	...	...	...	Nil	Nil	Nil	?	?	?
		Noakholly	...	...	...	...	...	...	...	Nil	Nil	0.14	2.51	98.98	113.64
	Furzedpore	Fenny	...	...	...	...	...	...	...	Nil	Nil	2.36	1.26	98.98	111.47
		Harisporo (Sondip).	...	...	...	...	...	...	...	Nil	Nil	?	?	?	?
		Ramganj	...	...	...	...	...	...	...	Nil	Nil	0.06	?	?	?
	Dacca	Madaripore	...	...	...	...	...	...	...	Nil	Nil	Nil	1.98	54.93	59.04
		Furzedpore	...	...	...	...	...	...	...	Nil	Nil	Nil	1.91	65.90	61.05
		Goalundo	...	...	...	...	...	...	...	Nil	Nil	1.50	1.07	65.70	55.89
	Tipperah	Munshigunge	...	...	...	...	...	...	...	Nil	Nil	1.23	3.68	60.36	74.58
		Dacca	...	...	...	...	...	...	...	Nil	Nil	0.54	1.61	54.75	61.25
		Narminungo	...	...	...	...	...	...	...	Nil	Nil	0.93	?	65.70	?
	Mymensingh	Manickgunge	...	...	...	...	...	...	...	Nil	Nil	0.21	0.74	61.73	61.26
		Joydebporo	...	...	...	...	...	...	...	Nil	Nil	0.28	?	?	?
		Comilla	...	...	...	...	...	...	...	Nil	Nil	0.43	2.05	85.59	79.68
	Mymensingh	Chandpore	...	...	...	...	...	...	...	Nil	Nil	0.08	1.85	77.15	84.02
		Brahmunberia	...	...	...	...	...	...	...	Nil	Nil	0.15	2.30	62.41	60.89
		Ramchandrapore.	...	...	...	...	...	...	...	Nil	Nil	0.30	?	?	?
	Mymensingh	Nasirnagar.	...	...	...	...	...	...	...	Nil	Nil	0.52	?	?	?
		Daudkandi	...	...	...	...	...	...	...	Nil	Nil	1.00	?	?	?
		Kaaba	...	...	...	...	...	...	...	Nil	Nil	1.03	?	?	?
	Mymensingh	Lakham	...	...	...	...	...	...	...	Nil	Nil	0.26	?	?	?
		Kishoregunga	...	...	...	...	...	...	...	Nil	Nil	0.45	1.44	68.42	73.66
		Atia (Tangail)	...	...	...	...	...	...	...	Nil	Nil	Nil	0.96	60.44	66.40
	Mymensingh	Mymensingh	...	...	...	...	...	...	...	Nil	Nil	0.11	0.90	71.85	76.26
		Jamulpore	...	...	...	...	...	...	...	Nil	Nil	0.12	0.56	64.68	67.44
		Netrokona	...	...	...	...	...	...	...	Nil	Nil	0.48	?	69.29	?
	Mymensingh	Subornakhally	...	...	...	...	...	...	...	Nil	Nil	Nil	?	?	?
		Durgapore	...	...	...	...	...	...	...	Nil	Nil	0.05	?	?	?
		Dowarganj	...	...	...	...	...	...	...	Nil	Nil	Nil	?	?	?
NORTH BENGAL	Pubna	Pubna	...	...	...	...	...	...	...	Nil	Nil	Nil	0.92	65.85	55.81
		Berajungo	...	...	...	...	...	...	...	Nil	Nil	Nil	0.34	57.27	54.02
		Sherpore	...	...	...	...	...	...	...	Nil	Nil	Nil	0.31	50.52	60.56
	Bogra	Nowkhilla	...	...	...	...	...	...	...	Nil	Nil	Nil	0.23	52.78	54.77
		Bogra	...	...	...	...	...	...	...	Nil	Nil	Nil	0.29	55.06	61.43
		Panchbibi	...	...	...	...	...	...	...	Nil	Nil	0.03	0.31	46.76	53.24
	Rajshahye	Beaulah	...	...	...	...	...	...	...	Nil	Nil	0.30	0.32	46.02	53.92
		Natore	...	...	...	...	...	...	...	Nil	Nil	0.30	0.30	46.33	53.79
		Nowkong	...	...	...	...	...	...	...	Nil	Nil	Nil	?	58.83	?
	Maldah	Laipora	...	...	...	...	...	...	...	Nil	Nil	Nil	?	?	?
		Manda	...	...	...	...	...	...	...	Nil	Nil	Nil	?	?	?
		Maldah	...	...	...	...	...	...	...	Nil	Nil	0.41	0.36	60.05	50.94
	Dinapore	Chanchal	...	...	...	...	...	...	...	Nil	Nil	0.19	?	39.33	?
		Gajol	...	...	...	...	...	...	...	Nil	Nil	0.33	?	?	?
		Sibganj	...	...	...	...	...	...	...	Nil	Nil	Nil	?	?	?
	Dinapore	Mohadebpore	...	...	...	...	...	...	...	Nil	Nil	Nil	0.23	53.78	52.59
		Churamon	...	...	...	...	...	...	...	Nil	Nil	0.43	0.16	58.74	49.79
		Raigunge	...	...	...	...	...	...	...	Nil	Nil	0.18	0.26	53.43	43.23
	Rungpore	Dinapore	...	...	...	...	...	...	...	Nil	Nil	0.29	0.00	57.94	62.33
		Baloorghat	...	...	...	...	...	...	...	Nil	Nil	Nil	?	54.41	?
		Bhawanigunge (Gyabanda).	...	...	...	...	...	...	...	Nil	Nil	Nil	0.70	58.55	63.29
	Rungpore	Rungpore	...	...	...	...	...	...	...	Nil	Nil	0.04	0.65	73.55	75.80
		Kurigram	...	...	...	...	...	...	...	Nil	Nil	0.68	0.68	74.65	76.15
		Bagdogra (Nulphamari.)	...	...	...	...	...	...	...	Nil	Nil	0.21	0.42	66.11	67.99
	Julpigoree	Uitpore	...	...	...	...	...	...	...	Nil	Nil	Nil	?	?	?
		Julpigoree	...	...	...	...	...	...	...	Nil	Nil	0.27	0.83	117.77	116.73
		Alipore Doar	...	...	...	...	...	...	...	Nil	Nil	Nil	?	?	?
	Cooch Behar	Fallacatta	...	...	...	...	...	...	...	Nil	Nil	0.16	?	?	?
		Dinhatia	...	...	...	...	...	...	...	Nil	Nil	Nil	0.55	92.36	88.11
		Cooch Behar	...	...	...	...	...	...	...	Nil	Nil	0.04	0.80	120.28	120.07
	Darjeeling Hill.	Mickligunge.	...	...	...	...	...	...	...	Nil	Nil	Nil	0.26	96.90	107.16
		Matabhanga	...	...	...	...	...	...	...	Nil	Nil	0.46	0.63	101.89	120.62
		Buxa	...	...	...	...	...	...	...	Nil	1	0.11	1.14	173.00	193.35
NORTH BENGAL	Purneah	Siliguri	...	...	...	...	...	...	...	Nil	Nil	0.02	0.74	90.74	?
		Darjeeling	...	...	...	...	...	...	...	Nil	Nil	1.20	0.71	124.87	100.74
		Kalimpong	...	...	...	...	...	...	...	Nil	Nil	0.73	?	84.25	?
	Purneah	Kisongunge	...	...	...	...	...	...	...	Nil	Nil	0.05	0.31	57.44	68.31
		Arrareah	...	...	...	...	...	...	...	Nil	Nil	Nil	0.36	52.12	63.33
		Purneah	...	...	...	...	...	...	...	Nil	Nil	0.49	0.20	53.35	60.92
	North Bhagulpore.	Gondwara	...	...	...	...	...	...	...	Nil	Nil	0.69	?	?	?
		Balarampore.	...	...	...	...	...	...	...	Nil	Nil	0.25	?	?	?
		Mattari	...	...	...	...	...	...	...	Nil	Nil	Nil	?	?	?
	North Bhagulpore.	Kuttigang	...	...	...	...	...	...	...	Nil	Nil	Nil	?	?	?
		Madnapore	...	...	...	...	...	...	...	Nil	Nil	0.08	0.22	42.12	46.90
		Soopool	...	...	...	...	...	...	...	Nil	Nil	0.34	0.34	41.30	60.12
	Durbhanga	Protogang	...	...	...	...	...	...	...	Nil	Nil	Nil	?	?	?
		Tajpore	...	...	...	...	...	...	...	Nil	Nil	Nil	0.22	52.58	61.24
		Durbhanga	...	...	...	...	...	...	...	Nil	Nil	0.10	0.30	56.41	64.00
	Mouafferpore	Madhubani	...	...	...	...	...	...	...	Nil	Nil	Nil	0.37	43.40	54.43
		Bahera	...	...	...	...	...	...	...	Nil	Nil	0.20	?	?	?
		Rohara	...	...	...	...	...	...	...	Nil	Nil	0.03	?	?	?
	Mouafferpore	Sitamarhi	...	...	...	...	...	...	...	Nil	Nil	1.24	0.53	54.11	41.00
		Mouafferpore	...	...	...	...	...	...	...	Nil	Nil	0.72	0.96	41.30	45.20
		Haripore	...	...	...	...	...	...	...	Nil	Nil	0.14	0.37	36.91	42.23
	Chumparan	Pura	...	...	...	...	...	...	...	Nil	Nil	0.10	?	?	?
		Mohua	...	...	...	...	...	...	...	Nil	Nil	0.40	?	?	?
		Bishar	...	...	...	...	...	...	...	Nil	Nil	0.63	?	?	?
	Chumparan	Papri	...	...	...	...	...	...	...	Nil	Nil	0.43	0.36	87.69	42.00
		Motihari	...	...	...	...	...	...	...	Nil	Nil	0.07	0.37	33.84	42.20
		Bettian	...	...	...	...	...	...	...	Nil	Nil	0.30	?	?	?
		Bahara	...	...	...	...	...	...	...	Nil	Nil	?	?	?	?
		Burharwa	...	...	...	...	...	...	...	Nil	Nil	?	?	?	?

Statement of Rainfall in Bengal for the week ending Friday (6 p.m.), the 19th of March 1886—*contd.*

Meteorological division.	District.	Station.	RAINFALL.						TOTAL.		Total rainfall since 1st of month.	Average total rainfall from 1st of month.	Total rainfall since 16th May 1886.	Average rainfall from 16th May 1886 to date.
			Saturday, 13th March.	Sunday, 14th March.	Monday, 15th March.	Tuesday, 16th March.	Wednesday, 17th March.	Thursday, 18th March.	Friday, 19th March.	Number of rainy days.	of Rainfall week.			
NORTH BHAR	Gopalgunge	Gopalgunge	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.02	32.88	44.08
		Sowar	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.11	47.57	43.90
SOUTH BHAR	Shahabad	Chuprah	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.26	48.57	39.15
		Buxar	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.11	41.09	38.25
		Dehree	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.26	47.06	?
		Bhuboah	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.85	40.95	41.75
		Kasseram	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.44	39.69	41.90
		Arrah	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.23	47.77	38.97
		Mohania	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	?	?	?
		Gya	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.97	58.82	41.37
		Gya	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.43	52.15	41.11
		Nowadah	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.84	44.15	39.15
		Jehanabad	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.97	47.09	39.20
		Arwal	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.98	?	?
		Daudnagar	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.46	?	?
		Sherghati	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.64	?	?
		Rajauli	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	2.30	?	?
		Pakri Barasat	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	2.60	?	?
		Patna	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.22	44.69	41.35
		Dinapore	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.26	43.93	39.94
		Behar	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.57	49.83	41.70
		Barh	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.23	36.65	40.23
		Munehyr	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.19	47.08	39.00
		Begosera	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.23	40.09	40.40
		Monchyr	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.68	48.50	42.65
		Jamui	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.18	?	?
		Gopri	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	2.60	?	?
		Sheikpura	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.70	58.21	40.37
		South Bhagulpore.	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.08	40.81	43.74
		Banka	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.05	?	?
		Kolgong	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	?	?	?
		Montal Pergunna.	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.28	64.47	48.18
		Rajmehal	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.10	48.47	44.04
		Godda	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.01	54.45	50.49
		Pasour	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.41	60.95	53.67
		Nya Doonka	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.53	73.50	49.28
		Deoghar	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.88	66.39	46.75
		Jamara	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.39	?	?
		Simra	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.41	?	?
		Nantahal	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	?	?	?
		Hasaribagh	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	2.20	76.87	46.35
		Pachamba	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.90	60.06	48.68
		(Guridi).	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.06	60.42	49.71
		Hasaribagh	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.83	58.60	48.06
		Semtaguran	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.40	?	?
		Manudi Hills	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.82	?	?
		Jhoomrah Hills	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	2.51	?	?
		Barhi	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	2.00	?	?
		Chatra	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.74	?	?
		Karagdeha	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	?	?	?
		Kamghar	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	?	?	?
		Lohardugga	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.25	58.94	?
		Manchi	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.89	54.39	43.77
		Paimow	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.45	55.30	42.76
		Billi	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.30	?	?
		Balumat	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.00	?	?
		Hosseinabad	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	?	?	?
		Gurwah	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	?	?	?
		Singbhoon	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.30	64.90	53.89
		Chyebansa	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.51	?	?
		Chakradhar	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	?	?	?
		pore.	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.75	?	?
		Ghatilla	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	1.04	?	?
		Baharagura	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	?	?	?
		Manbhoon	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.25	56.42	51.02
		Purulia	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.07	39.90	47.37
		Gonnagore	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.35	?	?
		Raghunath	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.73	?	?
		pore.	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.46	?	?
		Barrabhoon	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	0.20	?	?
		Jhaida	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	?	?	?
		Chas	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	?	?	?

Explanations.—Indicates that no rain has fallen. If the return for any day has not been received, the corresponding space is left blank. If any of the returns are wanting, the corresponding spaces in the total rainfall columns are left blank.

CALCUTTA, the 23rd March 1886.

SUMMARY OF THE METEOROLOGICAL AND RAINFALL OBSERVATIONS TAKEN IN BENGAL FOR THE WEEK ENDING FRIDAY, THE 19TH OF MARCH 1886.

At the close of the previous week, after a few days of unsettled weather, which had given general rain to the whole of the province, the rainfall being heavy in the western and southern districts, and comparatively light in the eastern and northern districts, the meteorological conditions over Bengal became more settled, winds shifted to westerly, and in many cases north-westerly, skies cleared rapidly, while humidity decreased, though at the same time temperature commenced to increase at most stations. These conditions have continued almost throughout the present week, though the northerly element in the wind directions has been in many cases gradually replaced by a southerly element, particularly at the southern stations, where the advent of the southerly winds has been attended by an increase in the amount of humidity. With these conditions weather has continued fine during the whole week over the province, and not a single shower of rain has been reported: temperature has generally steadily increased, and with the increasing temperature pressure has fallen slowly: cloud proportion has been low and humidity has been moderate in amount.

Pressure—Which was, during the previous week, no less than 0.085" in excess of the normal, has, as stated previously, generally slowly decreased during the present week, and the mean excess above normal temperature has been reduced to 0.043". This excess is a little irregularly distributed, and varies from 0.011" at Chittagong to 0.068" at Purneah.

Temperature—During the previous week was 3.4° below the normal for the period; but with the steadily increasing temperature during the present week, this defect is gradually disappearing, and the mean defect for the province is now only 1.8°; while in North Behar temperature is even slightly higher than the normal. Some rather high maximum temperatures have been reported during the week, and thus, on the 18th, Cuttack reported 96.4° while Midnapore registered 96.3°, and on the 19th also Bogra registered 96.5°, Comilla 96.3°, and Dacca 96.2°.

Rainfall—As has been previously stated, has been entirely absent throughout the week.

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the province for the week ending Friday, the 19th of March 1886:—

METEOROLOGICAL DIVISIONS.	TEMPERATURE.							RAINFALL.								
	Highest observed during week.	Lowest observed during week.	Averages for week.			Average mean of week above or below normal mean of week.	Of week.			Rainy days.			Since 1st of month.		Since 18th May 1885.	
			Of highest of each day.	Of lowest of each day.	Of mean for each day.		Average.	Normal average.	Variation.	Average number in week.	Normal average number in week.	Variation.	Average.	Normal average.	Average.	Normal average.
Orissa	96.4	84.0	88.4	70.0	79.2	-3.4	Nil	0.21	-0.21	0.0	0.3	-0.3	2.03	0.56	46.51	56.35
South-West Bengal	96.3	86.9	90.2	86.1	78.2	-2.7	Nil	0.26	-0.26	0.0	0.6	-0.6	0.91	0.86	61.69	53.23
East Bengal	96.3	40.1*	80.9*	60.3*	73.1*	-1.6	Nil	0.69	-0.69	0.0	0.9	-0.9	0.44	1.53	77.99	79.46
North Bengal	96.5	81.9	89.3	89.1	74.2	-	Nil	0.18	-0.18	0.0	0.5	-0.5	0.12	0.47	70.16	72.16
North Behar	95.2	85.1†	87.6†	62.2†	74.5†	+0.7†	Nil	0.06	-0.06	0.0	0.2	-0.2	0.27	0.27	48.31	47.94
South Behar	95.9	86.0	89.2	63.9	76.0	-2.1	Nil	0.06	-0.06	0.0	0.3	-0.3	0.66	0.26	50.43	43.03
Chutia Nagpur	90.0‡	53.3‡	84.0‡	62.0‡	73.2‡	-1.8‡	Nil	0.16	-0.16	0.0	0.6	-0.6	1.73	0.78	50.48	49.60

* Furruckpore not included.

† Purneah not included.

‡ Chyabassa not included.








METEOROLOGICAL OFFICE, BENGAL;

The 23rd March 1886.

ALEXANDER PEDLER,

Offg. Meteorological Reporter to the Govt. of Bengal.

Results of the Meteorological Observations taken at the Alipore Observatory from 14th to 20th March 1886.

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 32° Fahr.	TEMPERATURE.				HYGROMETRY.				Prevailing direction.	Miles recorded.	Rain.	WEATHER.
					Mean.	Maximum.	Range.	Minimum.	Mean wet bulb.	Vapour tension.	Dew point.	Humidity.				
1886		°		Inches.	°	°	°	°	°	Inches	°	%			Inches.	
March	14th	146.4	11.3	29.949	73.4	86.9	20.5	60.1	68.2	0.447	55.3	58	W by S and W ...	79	Nil	Clear, 
"	15th	146.4	11.4	870	76.1	89.5	25.1	64.4	67.9	578	63.0	67	SW by W and W by S	121	"	Clear, 
"	16th	147.0	10.3	836	78.1	91.4	24.3	67.2	69.6	612	64.7	67	SSW and W ...	92	"	Clear, 
"	17th	150.2	9.7	858	79.3	91.8	21.6	70.2	71.5	669	67.3	70	SSW	64	"	Chiefly clear, 
"	18th	150.5	8.8	895	79.4	91.5	21.3	70.2	72.4	702	68.7	73	SSW and SW by S...	98	"	Chiefly clear, 
"	19th	147.8	10.6	879	79.7	90.7	21.9	68.8	71.9	680	67.7	70	SW by S and SSW...	116	"	Chiefly clear, 
"	20th	146.8	6.8	831	81.1	90.8	18.1	72.7	75.1	791	72.2	75	SW and SSW ...	192	"	Partially cloudy, 

The mean pressure of the seven days	...	...	...	Inches.	29.874
The average pressure of the corresponding period for 24 years, S. G.'s Office	...	...	...	...	29.824
The total number of hours of bright sunshine	...	...	...	Hours.	70.9
The maximum possible number of hours of sunshine	...	...	...	...	84.0
The mean temperature of the seven days	...	...	...	°	78.2
The average temperature of the corresponding period for 24 years, S. G.'s Office	...	...	...	...	80.8
The extreme variation of temperature	...	...	...	...	31.7
The maximum temperature	...	...	...	...	91.8
The highest velocity of the wind in one hour	...	...	...	Miles.	12
The highest pressure of wind on one square foot	...	...	...	Lbs.	Not measurable
The mean relative humidity	...	...	...	%	69
The average relative humidity of the corresponding period for 24 years, S. G.'s Office	...	...	...	...	64
The total fall of rain from 14th to 20th March 1886	...	...	...	Inches.	Nil.
The average fall of the corresponding period for 24 years, S. G.'s Office...	...	...	...	...	0.18
The total fall from 1st January to 20th March 1886	...	...	...	...	2.33
The average fall of the corresponding period for 24 years, S. G.'s Office ...	...	...	...	...	2.46

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph. The maximum and minimum temperatures are obtained from self-registering thermometers. All thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard Newman's No. formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph. The mouth of the rain-gauge is one foot above the ground.

☁ fog, ☁ dew.

METEOROLOGICAL OFFICE, INDIA;
Calcutta, the 22nd March 1886.

HENRY F. BLANFORD,
Meteorological Reporter to the Government of India

**Results of the Thermometrical Observations taken at the Meteorological Office,
Chowringhee, from 14th to 20th March 1886.**

MONTH.	Date.	TEMPERATURE.				Mean wet bulb.	HYGROMETRY.			Rain.
		Mean.	Maximum.	Range.	Minimum.		Vapour tension.	Dew point.	Humidity.	
1886.		°	°	°	°	°	inches.	°	%	Inches.
March	14th	75.0	88.9	28.0	60.9	63.9	.448	55.9	52	...
"	15th	78.3	91.0	25.1	65.9	70.8	.654	66.6	68	...
"	16th	80.0	92.8	23.7	69.1	71.9	.675	67.3	66	...
"	17th	80.4	94.0	23.0	71.0	72.9	.680	67.7	65	...
"	18th	80.1	93.0	21.7	71.3	74.2	.765	71.2	74	...
"	19th	80.8	98.0	22.6	70.4	73.0	.711	69.0	67	...
"	20th	81.2	92.5	18.7	73.8	76.3	.841	74.0	78	...

The mean temperature of the seven days ... 79.4

The extreme variation of temperature ... 33.1

The maximum temperature ... 94.0

The mean relative humidity ... 67%

The total fall of rain from 14th to 20th March 1886 ... Nil.

The mean temperature and humidity are obtained by applying to the mean of the 10a, 16h and minimum readings a correction dependent on the range, and derived from the hourly observations at the Surveyor-General's Office, Chowringhee, in past years.

METEOROLOGICAL OFFICE, INDIA;
Calcutta, the 22nd March 1886.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of India.

MEMORANDUM.

DURING the week ending 6th March 1886, the birth and death rates of the principal Municipalities in Bengal stood at 18.1 and 21.7 per 1,000, respectively, as opposed to 20.6 and 24.4 per 1,000, respectively, in the preceding week ending 27th February, indicating a considerable falling off in the registration of both events.

2. The highest proportions of births and deaths were returned from the following Municipalities :—

Births.			Deaths.		
		Ratio per mille.			Ratio per mille.
Naraingunge	...	37.2	Jessore	...	40.0
Beauloah	...	36.8	Serampore	...	43.2
Comillah	...	30.8	Suburbs of Calcutta	...	32.3
Bhagulpore	...	30.8	Bali	...	31.6

3. The following table denotes that, as compared with the outcome of the preceding week, there was a diminution of mortality from fever and the maladies returned under the head of "Other causes," particularly from the latter, and that the casualties from the rest of the death-causes exhibit only very small differences :—

			Ratio per mille during the weeks ending—	
			6th March 1886.	27th February 1886.
Cholera	...	...	2.2	2.0
Small-pox	...	...	.1	.03
Fever	...	...	9.4	10.3
Bowel-complaints	...	...	3.2	3.4
Injury	...	...	.3	.6
Other causes	...	...	6.5	8.0

4. Of the abovementioned diseases, cholera, fever, and "Other causes" proved conspicuously fatal to life in the following Municipalities :—

Cholera.		Fever.		Other causes.	
	Ratio per mille.		Ratio per mille.		Ratio per mille.
Puri	14.7	Jessore	36.7	Dacca	14.9
Howrah	10.3	Bali	24.6	Bhagulpore	14.5
Suburbs of Calcutta	5.0	Purneah	24.3	Midnapore	12.4
		Burdwan	21.4		

5. The mortality according to Sex, Class and Age stands as follows :—

According to Sex.		According to Class.		According to Age.	
	Ratio per mille.		Ratio per mille.		Ratio per mille.
Males	24.0	Christians	30.4	Under 1 year	116.6
Females	19.0	Hindus	21.0	1 year and under 5 years	26.5
Ratio of male deaths to every 100 female deaths	143	Mahomedans	23.1	5 " " 10 " "	11.9
		Budhists	24.2	10 " " 15 " "	9.0
		Other classes	36.4	15 " " 20 " "	12.5
				20 " " 30 " "	14.0
				30 " " 40 " "	18.4
				40 " " 50 " "	17.8
				50 " " 60 " "	35.5
				60 years and upwards	51.7

B. LIDDERDALE, M.D., Deputy Surgeon-General,
Sanitary Commissioner for Bengal.

The 22nd March 1886.

MORTALITY ACCORDING TO—

Disease.

BIRTHS.

POPULATION.

NAMES OF MUNICIPALITIES.

DISTRICTS.

Districts.	Names of Municipalities.	Population.			Births.			Deaths from— Ratio per 1,000 of population per annum.	Ratio per 1,000 of population per annum.										Deaths.		Ratio per 1,000 of population per annum.		Ratio of male deaths to every 100 female deaths.				
		Males.	Females.	Total.	Number of—				Ratio per 1,000 of population per annum.										Males.	Females.	Males.	Females.					
					Males.	Females.	Total.		Cholera.	Small-pox.	Fever.	Bowel complaints.	Injury.	Other diseases.	All causes.	Cholera.	Small-pox.	Fever.						Bowel complaints.	Injury.	Other diseases.	All causes.
		Males.	Females.	Total.	Males.	Females.	Total.	Ratio of male births to every 100 female births.	Cholera.	Small-pox.	Fever.	Bowel complaints.	Injury.	Other diseases.	All causes.	Cholera.	Small-pox.	Fever.	Bowel complaints.	Injury.	Other diseases.	All causes.	Males.	Females.	Males.	Females.	No female deaths.
Burdwan	Burdwan	18,063	16,017	34,080	4	6	12	67	122	183	29	14	2	2	81	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Midnapore	Midnapore	16,927	16,633	33,560	2	4	6	31	62	93	29	5	8	12	...	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Hughli	Hughli and Chinsurah	19,179	19,839	39,018	12	7	19	101	93	253	171	9	4	12	...	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Baranpore	Baranpore	13,559	12,907	26,466	6	7	13	116	137	255	85	5	4	22	...	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Hooghly	Hooghly	2,046	2,466	4,512	...	3	2	...	189	189	No male births.	5	5	11	42	103	...	...	...	...	...	...	...	...	...	...	No female deaths.
24-Pargannas	24-Pargannas	53,153	37,600	90,753	22	10	32	126	57	183	220	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Nadua	Nadua	7,836	6,979	14,815	2	1	3	70	85	105	200	7	1	1	9	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Baranpore	Baranpore	147,203	104,534	251,737	45	24	79	93	70	163	132	1	31	48	136	50	2	103	103	90	36	99	323	370	353	304	No female deaths.
Kalnagar	Kalnagar	13,253	14,214	27,467	4	6	10	75	113	189	66	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Ranaghat	Ranaghat	4,023	4,655	8,678	...	...	4	52	17	70	390	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Santipore	Santipore	13,768	15,979	29,747	3	1	4	61	...	...	...	0	...	1	8	61	...	...	...	...	...	...	...	...	...	...	No female deaths.
Jessore	Jessore	8,660	9,465	18,125	1	...	1	61	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Baranpore	Baranpore	10,746	9,725	20,471	6	6	12	210	138	389	133	6	2	8	...	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Darjiling	Darjiling	5,922	2,247	7,675	1	...	1	65	...	65	No female births.	1	...	1	1	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Dacca	Dacca	42,742	37,379	80,121	11	10	21	71	65	136	110	11	...	23	66	6	...	...	...	...	...	...	...	...	...	...	No female deaths.
Naryanganje	Naryanganje	7,895	4,966	12,861	5	4	9	20	106	372	125	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Chittagong	Chittagong	18,109	8,760	26,869	4	1	5	94	23	117	400	7	1	...	...	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Comillah	Comillah	6,153	5,353	11,506	5	3	8	162	116	308	166	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Patna City	Patna City	78,762	81,475	160,237	42	27	69	136	87	224	155	34	19	15	61	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Gya	Gya	20,290	37,831	78,121	21	12	33	143	82	225	175	12	1	6	21	14	...	...	...	...	...	...	...	...	...	...	No female deaths.
Arrah	Arrah	20,680	22,605	43,285	6	3	9	69	36	90	105	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Meerut	Meerut	23,003	19,618	42,621	6	5	11	73	97	170	75	8	1	1	11	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Darbhanga	Darbhanga	33,774	32,323	66,097	11	12	23	86	94	191	91	12	3	9	25	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Chupra	Chupra	20,945	27,206	48,151	9	7	16	94	68	100	126	7	4	6	16	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Bhawalpur	Bhawalpur	25,640	27,813	53,453	10	15	25	172	136	308	146	6	6	10	27	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Munhyr	Munhyr	25,154	22,366	47,520	14	6	20	126	54	150	235	6	3	4	13	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Purneah	Purneah	9,423	6,523	15,946	2	1	3	60	34	104	200	7	...	...	7	...	...	...	...	...	...	...	...	...	...	...	No female deaths.
Puri	Puri	13,247	11,287	24,534	...	1	1	31	21	...	No male births.	1	...	...	13	147	...	...	...	...	...	...	...	...	...	...	No female deaths.
Total	Total	762,800	619,661	1,382,461	205	100	305	154	50	238	322	3	9	165	522	22	1	94	32	3	07	217	239	237	240	1970	143

* A special census of the Europeans in the Darjeeling Municipality was recently taken, as the census of this section of the community, taken in February 1881, was not reliable owing to the Europeans being at a minimum in that month. The number of the native population is therefore, as it was not necessary to re-census them. The ratios have consequently been calculated on the revised population under all heads in the above table, except "Age," the ratios under which have been omitted, inasmuch as the census of the Europeans, where adopted, cannot be employed as a basis of calculation owing to the results of the census under this head not having been recorded under the authorial form of age classification.

[illegible]

R. LIUDERDÄLÉ, M.D., Deputy Surgeon-General,
Sanitary Commissioner for Bengal.

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

Statement showing the total amount of Traffic and Tolls on the Circular Canal at the Chitpore Toll Station for the month of January 1886.

Number of boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Tollage.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.		
		Mds.	Rs.				Rs. A. P.
LOCAL TRAFFIC.							
1	Rice ...	280	980	950	33	.....	3 9 0
61	Fruits and vegetables	6,280	25,120	15,925	568	.....	135 11 6
437	Salt ...	1,91,770	5,27,367	4,51,825	16,136	.....	3,845 15 6
1	Spices ...	200	1,200	650	23	.....	5 11 0
3	Fish ...	60	600	750	27	.....	6 9 0
2	Liquors ...	45	2,400	1,100	39	.....	9 10 0
1	Tobacco ...	125	1,000	450	16	.....	1 11 0
4	Iron ...	1,130	6,780	2,700	96	.....	16 0 0
4	Jute ...	1,850	6,475	4,400	157	.....	16 8 0
1	Hides ...	300	600	275	9	.....	1 0 6
4	Brick ...	23,000	253	3,600	128	.....	23 0 0
1	Tiles ...	3,000	78	825	15	.....	3 1 6
49	Sand ...	17,100	5,472	40,850	1,458	.....	166 3 0
253	Coal and coke ...	1,68,385	63,144	3,41,500	12,196	.....	2,050 8 0
7	Charcoal ...	1,750	1,750	4,225	150	.....	21 7 6
25	Earthenware and earthen pots.	1,350	670	6,650	237	.....	26 9 0
854	Total ...	4,16,625	6,43,889	8,76,675	31,288	.....	6,333 2 6
855	Total of same month last year.	4,19,949	5,71,613	8,85,050	31,602	.....	6,291 0 6
MISCELLANEOUS.							
24	Passenger boats ...	.....	.....	.....	.....	43	12 12 0
1911	Empty do. ...	.....	.....	16,16,550	57,734	.....	7,161 9 0
2	Oil-cake ...	500	500	1,750	62	.....	6 9 0
82	Planks, bones, cocoanuts, sleepers, babla-wood, &c.	7,250	29,000	15,400	550	.....	94 12 6
269	Boats under 50 maunds	.....	.....	.....	.....	.....	67 4 0
.....	Demurrage ...	.....	.....	.....	.....	.....	39 9 0
2,268	Total ...	7,750	29,500	16,33,700	58,346	43	7,382 7 6
2,258	Total of same month last year.	10,300	41,200	15,44,000	55,143	.....	7,716 0 6
2,122	Grand Total ...	4,24,375	6,73,389	25,10,375	89,634	43	13,715 10 0
2,093	Grand Total of same month last year.	4,30,249	6,12,813	24,29,050	86,745	.....	14,007 1 0

MEMORANDUM.

Rs. A. P.

Balance on the 1st of the month ...	...	...	...	851 9 0
Amount of tollage for the month ...	...	...	...	13,715 10 0
Total				14,007 3 0
Amount credited in the accounts for the month	...	...	...	12,864 14 3
Balance at the end of the month	...	...	...	1,203 4 9

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

Statement showing the total amount of Traffic and Tolls on the Circular Canal at the Dhappa Toll Station for the month of January 1886.

Number of boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Tollage.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.		
	LOCAL TRAFFIC.	Mds.	Rs.				Rs. A. P.
27	Paddy	4,107	6,161	9,125	325	.....	7 18
2,000	Rice	10,52,489	36,83,712	22,80,000	81,428	.....	19,950 0
4	Wheat	2,450	5,513	5,400	192	.....	47 4
26	Pulses and other crops	17,990	35,980	48,675	1,738	.....	356 7
76	Fruits and vegetables	17,820	71,280	34,825	1,243	.....	284 5
66	Jaggery	8,347	26,541	23,825	850	.....	174 9
6	Sugar	575	4,600	1,400	50	.....	12 4
55	Salt	5,473	15,051	17,100	610	.....	74 13
124	Oil	20,460	81,840	58,775	1,920	.....	235 4
52	Spices	15,430	92,580	32,875	1,174	.....	283 6
1,059	Fish	9,450	94,500	1,72,975	6,177	.....	1,513 8
2	Tobacco	915	7,320	2,575	91	.....	19 13
18	Cotton piece-goods (European)	295	10,340	9,450	337	.....	41 5
22	Brass	2,115	44,415	6,375	227	.....	39 9
8	Iron	1,470	8,820	5,900	210	.....	25 13
1	Cotton	60	1,320	175	6	.....	1 9
567	Jute	3,29,725	12,36,469	7,30,175	26,077	.....	6,389 0
15	Hides	3,485	6,970	1,475	52	.....	12 14
1	Linseed	425	1,913	950	33	.....	8 5
10	Mustard seed	8,072	32,288	16,200	578	.....	129 2
84	Stone, lime	80,125	56,088	1,60,375	5,727	.....	1,403 4
58	Poultry	24,930	13,099	6,900	246	.....	60 6
3	Charcoal	480	480	1,300	46	.....	5 11
407	Firewood	2,84,475	79,653	4,84,925	17,318	.....	3,636 15
6	Earthenware and earthenpots	190	95	725	25	.....	6 5
4,747	Total	19,01,853	56,17,028	41,07,475	146,680	.....	34,791 14
3,963	Total of same month last year.	19,57,666	53,67,427	41,43,100	147,942	.....	35,122 2
	MISCELLANEOUS.						
269	Passenger boats	.....	.....	.....	.....	1,005	77 12
517	Empty do.	.....	.....	98,025	3,500	.....	857 11
123	Straw	2,658	18,606	62,475	2,231	.....	546 10
16	Oil-cake	4,250	5,313	8,750	312	.....	76 9
4	Mats	315	1,575	2,350	83	.....	20 9
149	Planks, galepatta, bones, shells, canes, tea, tamarind, onion, &c.	1,60,000	6,40,000	3,22,975	11,534	.....	2,662 16
965	Boats under 50 maunds	.....	.....	.....	.....	.....	241 4
.....	Demurrage	.....	.....	.....	.....	.....	420 12
2,043	Total	1,67,223	6,65,494	4,94,575	17,660	1,005	4,904 3
3,422	Total of same month last year.	1,85,000	7,40,000	5,72,700	20,453	.....	5,788 15
6,790	Grand Total	20,69,076	62,82,522	46,02,050	164,340	1,005	39,696 1
7,385	Grand Total of same month last year.	21,42,666	61,07,427	47,15,800	168,395	.....	40,911 2

MEMORANDUM.

	Rs.	A.	P.
Balance on the 1st of the month	794	9 3
Amount of tollage for the month	29,004	1 9
Total	40,490	11 0
Amount credited in the accounts for the month	37,621	0 3
Balance at the end of the month	2,869	10 9

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

Statement showing the total amount of Traffic and Tolls on the Tolly's Nullah for the month of January 1886.

Number of boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Tollage.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.		
	LOCAL TRAFFIC.	Mds.	Rs.				Rs. A. P.
751	Paddy ...	75,274	1,12,911	1,58,575	5,662	.....	1,383 3 6
5,815	Rice ...	3,05,090	10,67,814	4,90,650	17,522	.....	3,673 6 0
43	Pulses and other crops ...	355	710	675	23	.....	5 1 9
176	Fruits and vegetables ...	18,047	72,188	40,150	1,434	.....	168 2 0
118	Jaggery ...	12,775	38,325	29,675	1,069	.....	202 6 6
4	Sugar ...	240	1,680	625	20	.....	5 8 6
168	Salt ...	26,595	72,636	68,925	2,454	.....	394 12 9
60	Oil ...	1,464	5,856	7,600	271	.....	33 4 0
14	Spices ...	4,282	25,692	11,650	414	.....	97 10 0
384	Fish ...	1,678	16,780	40,675	1,451	.....	288 14 6
28	Tobacco ...	1,070	8,560	3,625	164	.....	21 6 6
5	Cotton piece-goods (European) ...	120	4,260	650	23	.....	2 13 6
5	Brass ...	50	1,050	125	4	.....	1 4 0
2	Iron ...	45	270	575	20	.....	4 0 9
1	Cotton ...	5	90	25	.....	.....	0 4 0
6	Jute ...	1,650	5,975	3,975	141	.....	25 4 6
1	Hides ...	3,000	6,525	325	11	.....	2 13 6
10	Mustard seed ...	1,090	4,360	2,900	103	.....	11 11 3
137	Bricks ...	2,92,000	3,212	55,875	1,990	.....	213 10 6
17	Tiles ...	22,500	585	7,175	256	.....	26 14 6
25	Building stores ...	3,400	986	10,825	386	.....	41 13 6
16	Stone, lime ...	950	630	2,225	78	.....	10 1 0
41	Sand ...	16,200	5,184	36,625	1,307	.....	138 11 6
2	Unwrought timber and piles ...	225	9,000	6,100	217	.....	28 6 6
6	Sheep and goat ...	253	506	150	5	.....	1 11 0
215	Coal and coke ...	64,700	24,242	1,35,600	4,842	.....	537 12 0
3	Charcoal ...	625	625	1,225	43	.....	10 11 6
273	Firewood ...	67,961	19,026	1,26,300	4,510	.....	906 7 6
120	Earthenware and earthenpots ...	4,176	8,352	21,500	767	.....	96 2 0
6411	Total ...	9,25,820	15,27,990	12,64,950	45,188	.....	8,334 3 6
7259	Total of same month last year.	11,35,237	11,07,371	13,00,025	46,986	.....	8,339 9 0
	MISCELLANEOUS.						
787	Passenger boats ...	.....	.....	.....	.....	6,760	282 4 0
1,941	Empty do. ...	.....	.....	7,84,350	28,011	.....	3,520 9 6
443	Straw ...	3,997	17,979	99,175	3,541	.....	679 3 6
1	Oil-cake ...	150	150	475	16	.....	3 2 6
4	Mats ...	112	560	375	12	.....	2 10 6
469	Golepatta, planks, cheerah, &c. ...	33,510	1,34,040	1,12,175	4,005	.....	860 8 3
113	Boats under 50 maunds ...	.....	.....	.....	.....	.....	28 4 0
.....	Demurrage ...	.....	.....	.....	.....	.....	225 14 3
3758	Total ..	37,769	1,52,729	9,96,550	35,585	6,760	3,592 8 6
3,779	Total of same month last year.	1,50,200	6,00,800	9,72,200	34,720	.....	6,351 13 6
12,169	Grand Total ...	9,63,589	16,80,719	22,61,500	80,773	6,760	13,926 12 0
11,099	Grand Total of same month last year.	12,85,437	17,08,171	22,72,225	81,706	.....	14,691 6 6

MEMORANDUM.

Balance on the 1st of the month	.....	Rs. A. P.
Amount of tollage for the month	.....	815 0 0
		13,936 12 0
Total		14,941 12 0
Amount credited in the accounts for the month	.....	13,816 14 9
Balance at the end of the month	.....	725 13 3

ABSTRACT FOR THE MONTH OF JANUARY 1886.

	TRAFFIC, 1885-86.		TRAFFIC, 1886-87.	
	During the month.	To end of the month.	During the corresponding month.	To end of the corresponding month.
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
CIRCULAR CANAL.				
Circular Canal at Chitpore toll-station ...	13,715 10 0	77,090 3 9	14,007 1 0	79,144 2 3
Ditto at Dhappa toll-station ...	39,696 1 9	2,08,725 14 0	40,911 2 0	2,25,469 7 8
Total ...	53,411 11 9	2,85,816 1 9	54,918 3 0	3,04,613 9 6
Tolly's Nullah ...	13,926 12 0	84,578 0 3	14,691 6 6	92,696 11 9
GRAND TOTAL ...	67,338 7 9	3,70,394 2 0	69,609 9 6	3,97,310 5 3

CALCUTTA,
The 23rd March 1886.

A. D. McARTHUR, Major, R.E.,
Under-Secretary to the Govt. of Bengal.

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

NUDDEA RIVERS.

Statement showing the total amount of Traffic and Tolls on the Bhaniruthee River at Nuddea toll station for the month of January 1886.

Number of Boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Tollage.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.		
	LOCAL TRAFFIC.	Mds.	Rs.				Rs. A. P.
5	Paddy ...	300	450	775	27	...	5 13 0
86	Rice ...	19,675	49,187	38,400	1,371	...	288 0 0
19	Gram ...	3,680	6,440	7,925	283	...	59 7 0
3	Pulses and other crops	500	750	1,150	41	...	8 10 0
9	Fruits and vegetables...	450	1,800	1,025	36	...	7 11 0
1	Jaggery ..	40	120	150	5	...	1 8 0
1	Sugar ..	40	400	125	4	...	1 4 0
161	Salt ...	40,100	1,15,287	80,375	2,870	...	803 12 0
12	Oil ...	2,100	16,800	4,550	162	...	45 6 0
3	Tobacco ...	325	1,787	775	27	...	7 12 0
12	Brass ...	1,700	68,000	4,425	158	...	44 4 0
7	Iron ...	1,325	6,625	2,850	101	...	28 8 0
3	Jute ...	875	2,625	1,800	64	...	18 0 0
3	Hides ...	325	3,250	700	25	...	7 0 0
5	Bones ...	1,000	250	2,100	75	...	21 0 0
1	Indigo seed ...	275	1,650	600	21	...	4 8 0
3	Linseed ...	325	1,056	725	25	...	5 7 0
3	Mustard seed ...	675	1,940	1,450	51	...	10 14 0
1	Ghooting lime ...	450	450	975	34	...	4 14 0
2	Ghooting ...	200	50	400	14	...	1 0 0
2	Unwrought timber and piles ...	.....	.....	.....	.....	...	28 11 0
15	Steamers ...	.....	.....	.....	.....	...	16 14 0
7	Bamboos (7,000 in number) ...	.....	.....	.....	.....	...	5 4 0
14	Coal and coke ...	2,975	1,115	5,850	208	...	29 4 0
1	Earthenware and earthenpots ...	40	10	175	6	...	0 8 6
89	Miscellaneous ...	20,250	1,62,000	39,475	1,409	...	394 12 0
527	Passenger boats ...	.....	.....	.....	...	1,540	179 0 0
105	Empty do. ...	.....	.....	79,350	2,833	...	99 3 0
8	Gunny ...	1,700	17,000	3,675	131	...	36 12 0
1,108	Total ...	99,325	4,59,042	2,79,800	9,981	1,540	2,164 11 6
1,335	Total of same month last year ...	96,940	4,68,099	3,31,375	11,820	...	2,195 6 6

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

NUDDRA RIVERS.

Statement showing the total amount of Traffic and Tolls on the Bhagiruthee River at Jungipore Toll Station for the month of January 1886.

Number of Boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Tollage.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.		
	LOCAL TRAFFIC.	Mds.	Rs.				Rs. A. P.
6	Paddy ...	350	415	650	24	...	4 14 0
28	Rice ...	9,226	18,846	17,425	689	...	129 4 6
1	Gram ...	60	75	275	10	...	2 1 0
22	Pulses and other crops	3,481	5,919	6,975	256	...	52 5 0
18	Fruits and vegetables	3,394	3,817	7,225	265	...	54 3 0
14	Jaggery ...	1,620	3,434	3,975	146	...	39 12 0
3	Sugar ...	310	7,900	575	21	...	5 12 0
1	Salt ...	50	150	200	7	...	2 0 0
19	Ghee ...	1,367	42,350	5,225	191	...	52 4 0
22	Tobacco ...	3,621	13,325	8,625	319	...	85 6 6
4	Brass ...	190	6,000	550	20	...	5 8 0
6	Jute ...	2,226	4,598	4,500	165	...	45 0 0
57	Mustard seed ...	12,640	49,065	24,750	908	...	185 10 0
6	Other oilseed ...	1,948	7,900	3,800	139	...	28 8 0
6	Stone lime ...	1,032	386	2,050	75	...	10 4 0
15	Ghooting ..	1,435	102	2,650	97	...	6 10 0
381 rafts	Timber ...	.....	1,43,350	.....	.....	...	1,828 15 3
1 raft	Reeds ...	.....	10	.....	.....	...	0 3 0
10	Coal and coke ...	2,400	1,195	4,025	148	...	20 2 0
1	Kharee ...	350	175	700	26	...	7 0 0
187	Passenger boats ...	.....	.....	.....	.....	133	71 12 0
119	Empty boats ...	.....	.....	57,100	2,094	...	71 6 0
1	Gunny ...	134	711	350	13	...	3 8 0
1	Sajee ...	6	12	25	1	...	0 4 0
104	Miscellaneous ...	21,782	1,28,945	45,275	1,660	...	452 12 0
651 & 382 rafts.	Total ...	67,642	4,38,180	1,96,925	7,224	133	2,665 4 3
577 & 123 rafts.	Total of same month last year ...	69,557	3,48,826	2,05,675	7,543	...	1,915 0 3

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

NUDDEA RIVERS.

statement showing the total amount of Traffic and Tolls on the Jellinghee River for the month of January 1886.

Number of Boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Tollage.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.		
	LOCAL TRAFFIC.	Mds.	Rs.				Rs. A. P.
54	Paddy ...	4,762	7,143	9,525	340	...	71 7 0
82	Rice ...	9,200	23,000	17,725	633	...	132 15 0
30	Gram ...	8,980	15,715	16,950	605	...	127 2 0
33	Pulses and other crops	4,925	7,387	9,850	351	...	73 14 0
14	Fruits and vegetables...	775	3,100	1,775	63	...	13 5 0
185	Salt ...	37,500	1,07,812	72,225	2,579	...	722 4 0
9	Khari salt ...	350	525	750	26	...	7 8 0
7	Tobacco ...	1,962	10,791	4,200	150	...	42 0 0
321	Jute ...	97,475	2,92,425	1,94,950	6,962	...	1,949 8 0
3	Hides ...	675	6,750	1,425	50	...	14 4 0
8	Linseed ...	2,300	7,475	4,675	166	...	35 1 0
2	Mustard seed ...	450	1,293	1,200	42	...	9 0 0
10	Ghooting ...	2,325	581	4,400	157	...	11 0 0
11	Unwrought timber and piles ...	.....	.....	.....	.....	...	68 14 6
37	Coal and coke ...	14,800	5,550	28,800	1,028	...	144 0 0
4	Earthenware and earthenpots	225	56	775	27	...	0 15 6
116	Miscellaneous ...	20,228	1,61,824	38,800	1,385	...	388 0 0
332	Passenger boats ...	.....	.....	.....	.....	709	105 12 6
232	Empty do. ...	.....	.....	1,23,050	4,394	...	153 13 0
69	Straw ...	16,420	4,105	34,800	1,242	...	174 0 0
241	Total ...	2 23,352	6 55,532	5 65,875	20,200	709	4,244 11 0
24	Total of same month last year ...	2,33,330	6 39,878	5,19,050	18,521	...	4,227 7 0

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

NUDDEA RIVERS.

Statement showing the total amount of Traffic and Tolls on the Matabangah River for the month of January 1886.

Number of Boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Tollage.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.		
	LOCAL TRAFFIC.	Mds.	Rs.				Rs. A. P.
309	Paddy ...	54,182	81,273	1,07,925	3,097	...	809 7 0
8	Rice ...	562	1,405	1,475	54	...	11 1 0
11	Gram ...	2,438	4,266	4,625	171	...	34 11 0
30	Pulses and other crops	5,422	10,844	7,425	275	...	55 11 0
17	Fruits and vegetables...	1,181	1,181	2,375	87	...	17 13 0
20	Jaggery ..	1,157	3,471	4,725	175	...	47 4 0
16	Salt ...	3,230	9,690	8,050	298	...	80 8 0
2	Oil ...	23	253	350	12	...	3 8 0
3	Fish ...	600	2,400	1,300	48	...	13 0 0
1	Tobacco ..	3	12	125	4	...	1 4 0
.....	Iron ...	2	12	.....	.....	.....	.....
1	Tin ...	4	16	325	12	...	3 4 0
1	Cotton twist and yarn (European)	8	160	200	7	...	2 0 0
22	Jute ...	4,870	14,610	14,050	520	...	140 8 0
1	Hides ...	100	1,200	375	13	...	3 12 0
5	Linseed ...	562	1,947	1,050	38	...	7 14 0
1	Mustard seed ...	50	175	200	7	...	1 8 0
2	Stone lime ...	1,450	1,450	2,700	100	...	13 8 0
.....	Unwrought timber and piles	45	60	.....	.....	...	0 12 0
1	Beams and burgahs	25	100	400	14	...	4 0 0
30	Coal and coke ...	15,650	5,868	28,400	1,051	...	142 0 0
15	Charcoal ...	3,535	883	7,850	290	...	39 4 0
6	Firewood ...	2,150	403	3,950	146	...	19 12 0
3	Stone plates ...	400	2,000	1,175	43	...	11 12 0
206	Passenger boats ...	.....	.....	.....	.....	250	74 0 0
221	Empty do. ...	.....	.....	.....	.....	...	46 6 0
26	Straw ...	8,000	2,000	14,750	546	...	73 12 0
12	Oil-cake ...	657	657	3,750	138	...	37 8 0
1	Mats ...	100	400	275	10	...	2 12 0
20	Miscellaneous ...	2,633	26,330	6,325	234	...	63 4 0
991	Total ...	1,09,039	1,73,066	2,24,150	8,290	250	1,761 11
1,119	Total of same month last year ...	1,06,431	2,08,272	2,26,900	8,387	...	2,023 10

ABSTRACT FOR THE MONTH OF JANUARY 1886.

	TRAFFIC, 1885-86.		TRAFFIC, 1884-85.	
	During the month.	To end of the month.	During the corresponding month.	To end of the corresponding month.
NUDDEA RIVERS.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Jellinghee river ...	4,244 11 0	34,621 10 6	4,227 7 0	42,078 3 3
Matabhanga river ...	1,761 11 0	50,574 6 6	2,023 10 6	58,662 2 6
Bhagiruttee river at Nuddea toll station ...	2,164 11 6	31,783 14 0	2,195 6 6	26,614 7 0
Ditto at Jungypore toll station	2,665 4 3	47,573 14 0	1,915 0 3	45,726 14 9
Total ...	10,836 5 9	1,64,553 13 0	10,361 8 3	1,73,081 11 6

CALCUTTA,
The 23rd March 1886.

A. D. McARTHUR, Major, R.E.,
Under-Secretary to the Govt. of Bengal.

CIRCULAR AND EASTERN CANALS.

Approximate Return of the Traffic on the Circular and Eastern Canals for the week ending Saturday, the 20th of March 1886.

Number of boats.	Nature of cargo.				Weight of cargo.	Tollage.
					Mds.	Rs.
585	Rice and paddy	...	...	...	1,95,083	3,490
49	Jute	...	...	...	80,325	587
200	Firewood	...	...	...	90,900	1,286
1,052	Other articles	...	...	...	3,54,862	5,173
1,886	Total				6,71,170	10,536

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 13th March 1886 on 1,515 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	241,975	2,87,225 4 0	25,69,177 20	5,61,480 11 0	22,758 18 0	8,71,404 12 0	69,491	110,100	179,591
Or per mile of railway	159 9 6	189 9 6	16 9 6	370 9 6	15 0 4	575 2 11	.....	.....	.....
For previous 9 weeks of half-year	2,113,644	25,37,032 14 0	2,49,35,107 30	62,38,938 7 9	2,08,594 1 0	89,84,805 6 9	630,852	1,020,164	1,650,016
Total for 10 weeks	2,355,619	28,24,258 2 0	2,75,04,145 10	68,00,359 2 0	2,31,652 14 0	98,56,270 2 9	700,343	1,130,273	1,830,616
COMPARISON.									
Total for corresponding week of previous year	249,132	3,03,493 12 0	26,98,678 0	7,02,567 4 0	19,508 2 5	10,24,689 2 5	67,434	120,678	188,112
Per mile of railway corresponding week of previous year	161 11 11	201 0 11	17 9 6	465 6 10	12 4 2	678 11 11	.....	.....	.....
Total to corresponding date of previous year	2,518,497	30,91,024 15 7	2,46,88,322 10	61,67,793 6 11	1,82,890 1 2	94,42,218 5 8	711,373	1,055,878	1,767,251

Approximate Statement of gross receipts of the East Indian Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 16TH MARCH 1885.			RECEIPTS FOR WEEK ENDING 13TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 16TH MARCH 1885.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 13TH MARCH 1886.			Total increase in 1886.	Total decrease in 1886.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
1,509	10,24,589	679	1,515	8,71,405	575	1,509	4,04,28,000	26,782	1,515	4,43,83,362	29,296	29,56,353	.....

PATNA-GYA STATE RAILWAY.

Approximate Return of Traffic for week ended 13th March 1886 on 57 1/2 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	10,407	6,356 9 0	33,019 10	2,439 8 0	50 0 0	8,816 1 0	1,938	536	2,474
Or per mile of railway	182	110 9 8	577 10	42 10 4	0 14 0	154 2 0	.....	.....	.....
For previous 9 weeks of half-year	104,032	55,139 7 0	3,94,761 30	26,525 5 0	558 10 3	82,223 6 3	17,348	6,774	24,122
Total for 10 weeks	114,439	61,496 0 0	4,27,770 0	28,964 13 0	608 10 3	91,037 7 3	19,146	7,310	26,456
COMPARISON.									
Total for corresponding week of previous year	15,403	6,751 5 1	74,075 0	4,430 5 0	76 0 9	13,257 10 10	1,607	1,235	2,842
Per mile of railway corresponding week of previous year	290	152 15 11	1,295 0	77 7 3	1 5 3	231 12 5	.....	.....	.....
Total to corresponding date of previous year	156,605	77,032 14 11	5,23,229 0	35,038 14 0	761 14 0	1,13,423 10 11	17,962	9,585	27,547

Approximate Statement of gross receipts of the Patna-Gya State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 16TH MARCH 1885.			RECEIPTS FOR WEEK ENDING 13TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 16TH MARCH 1885.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 13TH MARCH 1886.			Total increase in 1886.	Total decrease in 1886.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
57 1/2	15,259	232	57 1/2	8,816	154	57 1/2	5,06,959	8,865	57 1/2	4,50,038	8,025	.....	47 1/2

DILDARNAGAR-GHAZIPUR STATE RAILWAY.

Approximate Return of Traffic for week ended 13th March 1886 on 12 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	2,411	436 15 0	30,550 20	254 3 0	24 4 0	710 10 0	184	145	329
Or per mile of railway	...	35 14 7	...	22 0 3	2 0 8	59 15 0	...	...	...
For previous 9 weeks of half-year	22,418	3,848 12 0	2,00,990 50	4,532 15 0	221 4 0	8,603 15 0	1,031	2,980	4,011
Total for 10 weeks	24,829	4,279 11 0	2,40,541 10	4,786 2 0	245 12 0	9,323 0 0	1,215	3,027	4,242
COMPARISON.									
Total for corresponding week of previous year	2,357	399 2 11	21,562 20	533 5 0	20 6 6	552 14 5	150	179	329
Per mile of railway corresponding week of previous year	...	33 4 3	...	41 7 1	1 11 2	70 6 6	...	...	...
Total to corresponding date of previous year	23,784	4,107 8 4	2,01,935 20	5,070 7 0	508 0 6	9,645 15 10	1,878	1,581	3,459

Approximate Statement of gross receipts of the Dildarnagar-Ghazipur State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 14TH MARCH 1885.			RECEIPTS FOR WEEK ENDING 13TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 14TH MARCH 1885.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 13TH MARCH 1886.			Total increase in 1886.	Total decrease in 1886.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
12	Rs. 953	79	12	Rs. 750	60	12	Rs. 44,766	3,730	12	Rs. 43,056	3,088	...	1,190

SINDIA STATE RAILWAY.

Approximate Return of Traffic for week ended 13th March 1886 on 74½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	7,754	7,329 1 0	76,024 10	3,378 9 0	100 4 0	10,808 2 0	1,005	1,010	2,015
Or per mile of railway	...	97 15 9	...	45 2 8	1 5 0	144 7 11	...	...	...
For previous 9 weeks of half-year	52,657	44,637 10 0	7,06,081 10	35,677 13 0	1,158 7 0	81,473 14 6	10,894	10,894	21,788
Total for 10 weeks	60,421	51,966 11 0	8,72,705 20	39,056 6 0	1,258 15 6	92,232 0 6	15,891	11,894	27,785
COMPARISON.									
Total for corresponding week of previous year	11,664	8,045 8 2	76,140 20	2,969 14 0	118 12 9	11,734 2 11	1,007	1,000	2,007
Per mile of railway corresponding week of previous year	...	116 0 9	...	39 15 10	1 9 6	157 8 1	...	...	...
Total to corresponding date of previous year	62,054	52,592 1 4	9,51,068 10	48,135 12 3	1,664 14 0	1,02,392 11 7	8,905	13,790	22,695

Approximate Statement of gross receipts of the Sindia State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 14TH MARCH 1885.			RECEIPTS FOR WEEK ENDING 13TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 14TH MARCH 1885.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 13TH MARCH 1886.			Total increase in 1886.	Total decrease in 1886.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
74½	Rs. 11,734	158	74½	Rs. 10,808	144	74½	Rs. 8,07,668	4,135	74½	Rs. 3,58,782	4,798	...	6,016

TARKESWAR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 13th March 1886 on 12½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	20,316	5,368 3 8	14,520 0	444 6 0	5 0 0	5,877 9 0	893	78	971
Or per mile of railway ...	1,625 12 8	429 2 8	1,161 6 0	35 5 4	0 3 7	474 2 7	71 6	10	81 6
For previous 9 weeks of half-year ...	182,477	48,092 6 0	97,780 10	3,983 11 0	44 15 6	52,101 2 6	9,172	2,313	11,485
Total for 10 weeks ...	202,793	54,090 11 0	112,306 10	3,968 1 0	40 15 6	57,978 11 6	10,065	2,391	12,456
COMPARISON.									
Total for corresponding week of previous year ...	21,423½	5,858 0 8	17,896 30	586 7 0	18 15 3	6,463 6 11	1,079	452	1,531
Per mile of railway corresponding week of previous year ...	1,713 12 8	476 4 5	1,431 6 0	46 10 6	0 13 9	517 12 8	134 6	56 2	190 8
Total to corresponding date of previous year ...	223,265½	60,381 5 3	2,79,236 10	5,018 5 0	80 14 6	65,480 8 9	10,958	5,906	16,864

Approximate Statement of gross receipts of the Tarkeswar Branch Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 12TH MARCH 1886.			RECEIPTS FOR WEEK ENDING 15TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 15TH MARCH 1886.			Total increase in 1886.	Total decrease in 1886.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
22	6,463	294	22½	5,876	264	.....	.....	.....	22½	2,39,606	10,709	.....	.....

* Line opened from January 1885.

EASTERN BENGAL STATE RAILWAY.

Approximate Return of Traffic for week ended the 6th March 1886 on 233 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated). Including steam-boat.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. c.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	122,132	45,771 0 0	3,64,144 0	44,108 0 0	4,656 0 0	94,533 0 0	10,601	9,492	20,093
Or per mile of railway ...	524	197 0 0	1,563 0 0	190 0 0	20 0 0	406 0 0	45 4	41 0	86 4
For previous 9 weeks of half-year ...	746,579	3,08,873 0 0	26,18,945 0	4,83,400 0 0	29,072 0 0	7,71,644 0 0	88,606	85,650	174,256
Total for 10 weeks ...	871,711	3,54,644 0 0	29,83,189 0	4,77,607 0 0	33,728 0 0	8,05,979 0 0	99,097	95,041	194,138
COMPARISON.									
Total for corresponding week of previous year (audited) ...	134,855	50,910 0 0	3,05,478 0	43,939 0 0	6,640 0 0	1,00,589 0 0	11,806	8,008	19,814
Per mile of railway corresponding period of previous year ...	579	218 0 0	1,313 0	188 0 0	28 0 0	432 0 0	50 6	34 4	85 0
Total to corresponding date of previous year ...	948,851	3,99,444 0 0	27,76,951 0	3,50,198 0 0	63,307 0 0	8,52,637 0 0	1,10,974	82,405	193,379

FINANCIAL YEAR.

Approximate Statement of gross receipts of the Eastern Bengal State Railway.

RECEIPTS FOR WEEK ENDING 7TH MARCH 1886.			RECEIPTS FOR WEEK ENDING 10TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 7TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 6TH MARCH 1886.			Total increase in 1886-85.	Total decrease in 1886-85.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
233	1,00,589	432	233	94,533	405	233	51,12,748	21,945	233	48,47,308*	18,229	.....	9,65,440

* Audited up to 31st December 1885.

BENGAL CENTRAL RAILWAY.

Approximate Return of Traffic for week ended the 6th March 1886 on 126 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weights carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week	28,515	8,476 0 0	45,101 0	2,320 0 0	25 0 0	10,827 0 0	3,251	1,740	5,216
Or per mile of railway	210	67 0 0	358 0	19 0 0	.....	86 0 0	.....	.....	.....
For previous 8 weeks of half-year	185,621	70,766 0 0	2,57,686 0	13,529 0 0	100 0 0	84,494 0 0	25,378	14,673	40,561
Total for 8 weeks	312,186	70,242 0 0	3,02,788 0	15,856 0 0	224 0 0	95,321 0 0	29,129	16,425	45,554
COMPARISON.									
Total for corresponding week of previous year (audited)	29,406	9,514 0 0	38,768 0	2,704 0 0	30 0 0	12,254 0 0	3,892	1,193	5,095
Per mile of railway corresponding period of previous year	220	76 0 0	308 0	21 0 0	.....	97 0 0	.....	.....	.....
Total to corresponding date of previous year	207,754	76,216 0 0	2,15,145 0	16,126 0 0	257 0 0	92,599 0 0	29,095	9,946	47,941

FINANCIAL YEAR.

Approximate Statement of gross receipts of the Bengal Central Railway.

RECEIPTS FOR WEEK ENDING 7TH MARCH 1886.			RECEIPTS FOR WEEK ENDING 6TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 7TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 6TH MARCH 1886.			Total increase in 1885-86.	Total decrease in 1885-86.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
126	12,254	97	126	10,427	86	125	4,78,982	3,425	126	99,310*	3,463	21,237	.....

* Audited up to 31st December 1885.

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

Approximate earnings for week ending 6th March 1886	...	...	...	Rs. A. P.
Corresponding week last year	...	...	...	6,925 0 0
Increase	...	...	...	6,119 0 0
Receipts from 1st January to 6th March 1886	...	...	...	7,06 0 0
From 1st January to 7th March 1885	...	...	...	56,885 0 0
Increase	...	...	...	55,095 0 0
Miles open week ending 6th March 1886	...	...	...	1,790 0 0
Corresponding week last year	...	...	...	Miles.
	...	...	...	50½
	...	...	...	50½
Receipts per mile open week ending 6th March 1886	...	...	...	Rs. A. P.
Corresponding week last year	...	...	...	134 7 9
Increase	...	...	...	120 9 3
	...	...	...	13 14 6

SECRETARY'S OFFICE, Darjeeling, the 15th March 1886.

STEVENSON, Secretary.

of the kind under discussion, whose names and addresses are not known to them.

THE HON. THE ADVOCATE-GENERAL said: If the trial for the murder of Mr. Justice Norman be referred to, I believe it will be found that the constable posed at the Town Hall swore that he did not know who the Chief Justice was. I am inclined to think that constables in this country have not the eyes, ears, and intelligence possessed by constables in England. I am therefore against adopting the general rule referred to by Mr. Harrison in the English Acts. I would let the section stand as proposed to be amended, adding, if necessary, the words "at the time" or "then and there."

THE HON. JOY PROKASH LALL supported the amendment. He thought the amendment, safeguarded the words proposed to be added by, was very necessary to prevent the unnecessary arrest of respectable and perhaps well-known persons.

THE HON. MR. ANUNDO MOHUN BOSE said.—Practically, I understand there exists considerable agreement between the hon. member opposite (Mr. Harrison) and myself. But there are certain arguments which have been pressed by him against the adoption of the amendment. One argument was to this effect, that no practical inconvenience has been experienced owing to the difference of language at present existing in the corresponding sections of the Calcutta and Suburban Police Acts. I have already referred to one instance, and I may privately give the name of the gentleman, who is well-known to the hon. member, whose wife was subjected to the indignity of being taken to the police station when the slightest enquiry would have satisfied the police officer that there was no necessity to take a step of that kind. I am aware that, under departmental rules, this large power given by law is attempted to be practically curtailed, but in spite of that abuses of this kind do occur; and in the second place, I would urge that the Legislature ought, by its own action and under its own authority, to remove any defective wording found in its Acts, instead of leaving the remedy to be provided by departmental orders. Then, reference has been made to the fact that the number of the police being limited, if we take the police officer from his beat to make such enquiries, the beat will be left without a constable. I submit that the words "and cannot be ascertained by him at the time" would be sufficient to prevent the inconvenience just referred to, because the constable would only have then and there to ascertain who the person is whom he had arrested. And we have the opinion of the highest legal authority to assure us that no other interpretation would attach to the words, and I have only to repeat that if these words are omitted, the police officer has simply to say "I don't know you," and the object of the amendment would be defeated; and there are many police officers to whom even your Honor is not perhaps personally known. Under these circumstances, I submit that the amendment, with the addition of the words "at the time" will be enough to meet the requirements of the case, and at the same time to prevent the possibility of any practical inconvenience in the working of the department. This Bill gives to the police extensive powers of arrest. As reference has been made to the mofussil, I may point out that under the Penal Code, if a man were to forge a valuable security, an offence punishable with transportation for life, even in such a case a police officer cannot arrest the offender, but he would have to take out a warrant from the Magistrate for that purpose. The Legislature thought it necessary to protect the liberty of person enjoyed by the subject in that way. Under these circumstances, I submit that the power of arrest ought to be safeguarded and restricted in the way propose.

The amendment, with the addition of the words "then and there," was then agreed to.

AMENDMENT OF THE VILLAGE CHOWKIDARI ACT.

THE HON. MR. GARRETT presented the report of the Select Committee on the Bill to consolidate and amend the law relating to Village Watchmen.

HIS HONOR THE PRESIDENT stated that the report of the Select Committee would be taken into consideration at the next meeting of the Council in order to the settlement of the clauses of the Bill.

AMENDMENT OF THE VACCINATION ACT.

The HON. MR. REYNOLDS presented the report of the Select Committee on the Bill to amend the "Bengal Vaccination Act, V of 1880," and gave notice that he would move that it be taken into consideration in order to the settlement of the clauses of the Bill at the next Meeting of the Council.

STEAM-BOILERS AND PRIME-MOVERS.

The HON. MR. REYNOLDS moved that the Hon. Messrs. Harrison and Cruickshank be added to the Select Committee on the Bill to amend Bengal Act III of 1879 (Steam-Boilers and Prime-Movers).

The motion was put and agreed to.

The Council was adjourned to Saturday, the 27th March 1886. .

STUDY OF MEDICINE BY WOMEN IN THE CALCUTTA MEDICAL COLLEGE.

GENERAL DEPARTMENT—EDUCATION.

Calcutta, the 6th March 1886.

RESOLUTION.

RE-READ—

Resolution by the Government of Bengal, dated the 30th December 1884, in which the Lieutenant-Governor accepted the donation of Rs. 1,50,000 made by the Maharani Sarnamayi of Cossimbazar for the promotion of medical education of women.

Letter No. 160, dated 20th March 1885, from the Government of Bengal, addressed to the Director of Public Instruction.

AHEAD

Letters, dated 16th and 29th January 1886, from Sir Walter E. d-Souza.

Letter No. 357, dated 19th January 1886, from the Director of Public Instruction, Bengal.

Letter No. 85, dated the 5th February 1886, from the Government of Bengal, to the Director of Public Instruction.

Letters Nos. 1084 and 1092, dated 16th February 1886, and enclosures, from the Director of Public Instruction.

It was decided by the Lieutenant-Governor in 1883 that women should be admitted to the classes in the Calcutta Medical College on the same footing as male students are admitted. In 1885 a further step was taken towards facilitating the acquisition by women of knowledge of medicine. The Maharani Sarnamayi, c.i., by her munificent donation of one-and-a-half lakhs of rupees for building a hostel for female medical students, had removed a great obstacle in the way of females studying medicine in Calcutta. In connection with this hostel the Director of Public Instruction submitted a scheme for the establishment of two medical classes—one in connection with the Medical College, and the other in connection with the Eden Hospital—for the instruction of females who, while not desirous of proceeding for a degree in medicine or midwifery at the University, might wish to obtain a certificate of competency to practise medicine or midwifery. These proposals were sanctioned by Government in March 1885, the condition being imposed that females desirous of studying at the Medical College should have passed the University Entrance examination.

The portion of the scheme sanctioned last year, which provided for the education and training of midwives at the Eden Hospital, promises well; but no females have yet joined the classes at the Medical College, except the three ladies who are studying for the degree of medicine. There is reason for believing that the want of success in this portion of last year's scheme is due to insistence on the condition that a student must have passed the Entrance examination as an essential preliminary to admission to the class. It has been represented that many women would gladly join these classes if relieved of the condition of passing the University Entrance examination. They are willing to pass any reasonable Matriculation test, but both their age and their tastes often prevent them from presenting themselves for the Entrance examination among candidates who, as a rule, are quite young. The Lieutenant-Governor's attention has also been called to the fact that, in Madras, entrance to similar medical classes depends, not on an University Entrance qualification, but on a Matriculation examination held expressly for the purpose of testing the educational acquirements of females desirous of prosecuting medical studies.

The Lieutenant-Governor has now obtained the opinions of the Director of Public Instruction and of the Principal and Council of the Calcutta Medical College on the question of permitting female students to qualify themselves for admission to the classes of the Medical College by passing a special Matriculation examination. These gentlemen agree in recommending that a special Matriculation examination should be held periodically, on passing which female students should be admitted to the medical classes. The Lieutenant-Governor accepts this recommendation; and considering that this

preliminary examination can be best conducted by the Department of Education, desires that the Director of Public Instruction will arrange for the periodical holding of such an examination. He approves the adoption for it of the standard in force for admission of female students to the Madras Medical College, with an amendment proposed by Mr. Tawney, by which "a practical paper in grammar and composition" will take the place of the paper "on grammar and composition" of the Madras Rules. A copy of the amended rules is appended to this Resolution. It is to be understood that a candidate for admission to the Medical College can also qualify by passing the University Entrance examination.

The Principal and Council of the Calcutta Medical College have recommended that the special preliminary examination now prescribed shall be superseded by the Entrance Examination of the University after a term of three years. This suggestion the Lieutenant-Governor will reserve for future consideration.

By order of the Lieutenant-Governor of Bengal,

A. P. MACDONNELL,

Secretary to the Government of Bengal.

Rules for admission of female students to the classes of the Calcutta Medical College.

CANDIDATES who desire to obtain degrees in medicine must have passed the University examination in First Arts, and must have attended the full curriculum of studies laid down for those degrees.

Candidates who desire only to obtain an amount of practical knowledge sufficient to enable them to practise the medical profession will be admitted to the classes of the Calcutta Medical College, and will be permitted to obtain certificates of competency to practise medicine or midwifery if they have passed—

- (1) the Entrance examination of a University;
- (2) or a special preliminary examination in the following subjects:—

English.—A portion not exceeding thirty lines in length, selected from a standard English author, will be given as an exercise in dictation. Ten errors in spelling (exclusive of technical and other unusual words which will not be counted) will exclude the candidate from further competition; bad marks will be assigned for defective handwriting.

A practical paper in *Grammar and Composition*.

History.—The leading facts of the Histories of England and India.

Geography.—General Geography, and the Geography of India in particular.

Arithmetic.—The first four rules, vulgar and decimal fractions and proportion.

Rainfall, Weather, and State and Prospects of the Crops.

Statement showing Rainfall, Weather, and State and Prospects of the Crops in the different districts of Bengal, as reported to Government during the week ending the 27th March 1886.

No.	District, and date of return	Rainfall at Sudder mentioned in inches	Character of the weather, state and prospects of the crops, and state of health at date.
BENGAL.			
Western Districts.			
BOMBAY DIV.	1. Burdwan, Mar. 27 '86	0.08	Weather—slightly cooler owing to rain. <i>Boro</i> rice wants rain. Winter crops have generally yielded a good outturn. Common rice sells at 18 to 21½ seers per rupee. A few cases of cholera reported.
	Culna	0.04	
	Cutwa	0.27	
	Raneegunge	0.08	
	Bankura, " 27 "	0.05	Weather—mornings chilly, hot during day with occasional cloud. Cotton, <i>til</i> , and indigo doing well. No appreciable change in the price of rice. Public health good.
	Bishenpore	1.10	
RAJSHAHY DIV.	2. Beerbhoom, " 27 "	0.02	Weather—hot. Outturn of <i>rubber</i> crops fair. Food-grains cheap. Public health good.
	Rampur Haut	0.17	
	Midnapore, " 27 "	0.10	Weather—cooler. Prospects of <i>boro</i> rice good. Cholera abating.
	Houghly, " 27 "	0.2	Weather—seasonable. <i>Boro</i> rice doing fairly well. A few cases of cholera reported.
	Howrah, " 29 "	0.26	Temperature rising till storm of 25th, another storm on the night of 27th. weather unsettled. <i>Boro dhan</i> doing very well. Public health good.
	Oolooberiah	0.08	
Central Districts.			
PURBEE DIV.	3. 24-Pargah, Mar. 29 '86	0.12	Weather—seasonable. No crops on the ground. Public health good.
	Nudua, " 27 "	0.26	Weather—seasonable, but changeable. Reports of crops from sub-divisions good. Rain wanted in Kusutea. Public health fair, though cholera is on the increase.
	Meherpur	0.49	
	Chudanga	0.38	
	Ranghat	0.34	
	Khoolna, " 27 "	0.37	Storms of rain and wind on several days. No crops on the ground except <i>boro</i> rice which is doing well. Ploughing will now commence. Public health good.
RAJSHAHY DIV.	9. Jessore, " 27 "	0.52	Weather—hot. Lands are being prepared for paddy crop. More rain wanted. Price of rice stationary. Cholera reported from Jhenid, Magura and Bongong sub-divisions, and also from Baghorpara police-station in the Sudder sub-division.
	Jhenidah	0.68	
	Magura	0.03	
	Narail	0.87	
	Bongong	0.51	
	Moulashanad, " 27 "	0.09	Weather—seasonable. <i>Rubber</i> crops mostly raised with fair outturn. Public health good. Price of common rice 18 to 19 seers per rupee.
RAJSHAHY DIV.	10. Lalbagh	0.49	
	Kandi	0.08	
	Jungipore	0.15	
	Dinajpore, Mar. 26 '86	Nil	Weather—seasonable. <i>Rubber</i> harvest in progress. Rice selling at from 17 to 24 seers per rupee.
	Rajshahye, " 27 "	0.23	Weather—cooler since storm of 25th; still cloudy. More rain urgently wanted for early sowings. Harvesting of <i>rubber</i> crops continues. Public health fair.
	Nowgong	0.09	
RAJSHAHY DIV.	13. Rungpore, " 27 "	Nil	Weather—hot with strong west wind. Wheat is being reaped. Tobacco is being gathered. Rain is much wanted for <i>am</i> paddy. One case of cholera reported from Sagamacha in Nilphamari. Fever and respiratory diseases have made their appearance.
	Bogra, " 27 "	0.04	Weather—generally fine, latterly cloudy and cool, slight rain on 25th. Ploughing for jute and <i>am</i> continues. More rain wanted. Public health fair.
	Pubna, " 27 "	0.95	Local storms have made weather somewhat cooler, but muggy. Rain has done good. Cholera has broken out in many parts of the district.
	Serajgunge, " 27 "	0.92	Weather—warm with occasional thunder-storms. Prospects of crops good.
	Daryelung, " 27 "	Nil	Small-pox prevailing to a slight extent in the Terai.
	Julpigore, " 27 "	Nil	Weather—hot and dry, westerly winds. Nearly all crops are off the ground. Ploughing for early crops progressing actively, although soil is dry. The dryness is favourable to burning weeds after first ploughing. Public health very good.
Eastern Districts.			
DAKHA DIVISION.	18. Dacca, Mar. 27 '86	0.97	Weather—days warm; nights cool. Harvesting of winter crops nearly finished and ploughing and sowing for next paddy crops going on. Prospects good. Public health generally good.
	Manickgunge	0.09	
	Munshigunge	0.24	
	Furtecpore, " 27 "	1.48	Weather—stormy with occasional showers. Rain has enabled the cultivators to commence preparing their fields. A little cholera about.
	Gaoundo	1.20	
	Madaripore	0.09	
CHITTAGONG DIV.	20. Backergunge, " 25 "	0.77	Weather—seasonable. Winter crops doing well, but rain is needed. General health fair.
	Mymensingh, " 20 "	0.24	Dust and thunder-storm on the 25th; weather much cooler. Rain has done good to crops. More rain wanted. Prospects fair.
	Kishoregunge	0.71	
	Chittagong, Mar. 30 '86	7.50	Weather—stormy and cold. Heavy rain has partially injured winter crops. Prices steady. Public health good.
	Naokbally, " 26 "	0.77	Weather—warm with light wind; on 24th and 25th thunder-storms and rain; since then cooler. Rain too late for winter crops, but opportune for rice cultivation. Some cases of cholera, small-pox and cattle-disease.
	Fenny	0.86	
CHITTAGONG DIV.	24. Upperah, " 25 "	0.23	Weather—very sultry with high southerly winds. Continued drought is seriously interfering with sowings. Ground is as hard as iron and all agricultural operations are at a stand-still. Cholera is increasing in intensity.
	Brahmunbariah	0.48	
	Chittagong Hill Tracts, " 23 "	Nil	Weather—very hot throughout the week. <i>Joom</i> cutting still continues. Sugar-cane is still being pressed.
	Hill Upperah, " 24 "	0.90	Weather—getting hot and stormy. Gathering of onions, chillies, and tobacco continues. <i>Jooms</i> have been cut in the hills. Public health good.

• For week ending 27th March 1886.

No.	District, and date of return.	Rainfall at Sudder Station in inches.	Character of the weather, state and prospects of the crops, and state of health at date.
BHARAT.			
26	Patna, Mar. 27 '86	0.20	Weather—days hot; nights cool. Harvesting of <i>rubbee</i> crops is rushed on. New <i>mamur</i> and mustard seeds, &c., are being brought into the markets for sale. Collection of opium still continues. Public health good.
27	Gya, „ 27 „	Nil	Two thunder-storms during the week caused a fall in the temperature for two or three days. <i>Rubbee</i> harvest continues. Public health good. Prices stationary.
28	Shahabad, „ 27 „	Nil	Weather—seasonable; occasionally cloudy. Harvesting of <i>rubbee</i> crops nearly completed. Sugarcane planting in progress. Opium nearly gathered; the crop is of good quality.
29	Sasseram „ „	0.08	
30	Durbhanga, „ 27 „	Nil	Weather—occasionally cloudy. <i>Rubbee</i> harvesting is in progress. <i>Mohua</i> , <i>cheena</i> and early paddy are being sown. Indigo sowings coming on well. Prices remain almost stationary. Public health generally good.
31	Muzaffarpore, „ 27 „	Nil	Weather—hot with a little wind. Harvesting of <i>rubbee</i> and opium proceeding rapidly with favourable results. Public health fair.
32	Saran, „ 27 „	Nil	Weather—warmer than the preceding week. Harvesting of <i>rubbee</i> almost completed; outturn favourable. Opium nearly all collected, and weighing of poppy leaves commenced. Public health good.
33	Chumparan, „ 27 „	Nil	Weather—getting hot. Prospects of <i>rubbee</i> and poppy continue good. Harvesting of <i>rubbee</i> has commenced. Collection of opium nearly finished. Prices of food-grains stationary. Public health fair.
34	Monghyr, Mar. 27 '86	Nil	Weather—seasonable. Harvesting of <i>rubbee</i> going on with prospects of good outturn. Prices almost stationary. Public health generally good.
35	Burgulpore, „ 27 „	Nil	Two strong north-westerly winds have somewhat cooled the air. <i>Rubbee</i> harvest continues with good outturn. Sporadic cases of small-pox, otherwise public health good.
36	Purneah, „ 27 „	Nil	Weather—hot. State and prospects of crops good. Public health fair.
37	Maldah, „ 27 „	Nil	Weather—hot and cloudy. <i>Rubbee</i> harvest going on with good outturn. Rain wanted. Common rice selling at from 16 to 22 seers per rupee. Public health generally good.
38	Southal Pergha, „ 27 „	0.03	Weather—variable with occasional storms of wind, but little rain. <i>Mohua</i> gathering continues; results good. Wheat and barley being harvested with excellent outturn. Lands under sugarcane cultivation are being irrigated. Small-pox prevalent, particularly at Bahawa.
ORISSA.			
39	Cuttack, Mar. 26 '86	Nil	Weather—hot and cloudy. <i>Dalus</i> rice in ear. Other spring crops doing well. Lands are being tilled everywhere for next year's rice crops. Common rice sells at 14 Cuttack seers per rupee in town. Sporadic cases of cholera and fever reported from interior; public health otherwise good.
40	Pooree, „ 25 „	0.05	Weather—cloudy. Lands are being ploughed for next <i>sarad</i> crop. <i>Dalus</i> crop is in ear. <i>Moong</i> and <i>kulthi</i> are being harvested. Relief works are going on in the Chilka tracts. Common rice sells at an average of 21 seers per rupee in the Sudder, and 18½ seers in the Khoords sub-division. Cases of cholera are still reported from the interior.
41	Balsore, „ 26 „	0.29	Weather—seasonable. Lands are being ploughed. Prospects of mango and miscellaneous crops good. Chicken-pox prevails in the town, and sporadic cases of cholera reported from the interior; otherwise public health good.
CHOTA NAGPORE.			
<i>South-West Frontier Agency.</i>			
42	Bazaribaga, Mar. 26 '86	0.28	Weather—somewhat unsettled; occasionally cloudy; heat increasing. <i>Rubbee</i> still being harvested with good outturn in most places. Mango and <i>mohua</i> generally promise well. Poppy being lanced. General health good.
43	Lohardugga, „ 27 „	0.41	Weather—seasonable; cool. <i>Rubbee</i> crops considerably damaged by hail in some parts of the sub-division. Prices of food-grains stationary. Public health good.
44	Singbhoom, „ 26 „	Nil	Weather—hot with occasional storms. Reaping of <i>rubbee</i> continues; an average outturn expected. <i>Mohua</i> and mango promise well. Public health good.
45	Warbhoom, „ 27 „	0.25	Weather—cloudy and stormy. Storms with showers have damaged <i>mohua</i> and mango blossoms. Hardly any crops now on the ground. A few cases of small-pox have occurred in the Govindpore sub-division; otherwise public health is good.
	Govindpore „ „	0.09	

Published for general information.

CALCUTTA, REVENUE DEPT.;
The 30th March 1886.P. NOLAN,
Offg. Secretary to the Govt. of Bengal.

The following Statement shows the Quantities of the Principal Staples of Traffic imported into Calcutta from the Interior during the month of November 1885.

IMPORTS INTO CALCUTTA.

Ports Imported.	FOOD-GRAINS.						FIBROUS PRODUCTS.		OIL-SEEDS.		Tea, Indian.	Cotton, raw.	Silk, raw.	SUGAR.		TOBACCO.			
	RICE AND PADDY.			Wheat.	Gram and pulses.	Other food-grains.	Total.	Jute, raw.	Gunny-bags.	Linseed.	Mustard-seed.			Dried.	Un-dried.	No. path.	Other kinds.		
	Rice.	Paddy.	Total (in mds).																
SEAPORT.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	No.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.		
Bombay	82,329	617	82,946	.....	2,339	.....	85,285	.....	12,292	431	272	773	8	20	.....	.....	3
Calcutta	85,184	.....	85,184	.....	.....	.....	85,184	.....	3,570	.....	.....	.....	.....	274	.....	.....	.....
Madras	1,10,848	28,829	1,39,677	.....	.....	.....	1,39,677	.....	400	2,505	108	.....	42	155	.....	.....	.....
Penang	38,200	3,300	41,500	.....	.....	.....	41,500	.....	250,400	.....	4,403	.....	.....	16	.....	.....	.....
Swatow	1,00,000	22,000	1,22,000	.....	.....	.....	1,22,000	.....	1,300,000	.....	.....	.....	.....	13,719	20,150	72	3,004
Amoy	5,359	479	5,838	.....	.....	.....	5,838	.....	50,000	15,441	311	.....	.....	277	128	.....	3,984
Shanghai	1,800	2,000	3,800	.....	.....	.....	3,800	.....	4,000	.....	.....	.....	.....	.....	100	.....	3,984
Yokohama	3,701	9,876	13,577	.....	.....	.....	13,577	.....	1,120	.....	.....	.....	.....	.....	100	.....	3,984
Manila	202	.....	202	.....	.....	.....	202	.....	70	2,291	1,800	.....	.....	.....	.....	.....	2,432
London	7,375	.....	7,375	.....	.....	.....	7,375	.....	50,000	.....	.....	.....	.....	.....	.....	.....	.....
San Francisco	1,077	.....	1,077	.....	.....	.....	1,077	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Pedro de Macoris	11,002	119	11,121	.....	.....	.....	11,121	.....	148,900	.....	.....	.....	.....	.....	.....	.....	17,071
San Juan	8,418	.....	8,418	.....	.....	.....	8,418	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sanchez	6,408	637	7,045	.....	.....	.....	7,045	.....	747,575	2,202	14,743	.....	.....	.....	.....	.....	2,214
Sancti Spiritus	1,599	.....	1,599	.....	.....	.....	1,599	.....	250,705	.....	.....	.....	.....	.....	.....	.....	.....
Sancti Spiritus	10,758	100	10,858	.....	.....	.....	10,858	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sancti Spiritus	7,188	849	8,037	.....	.....	.....	8,037	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sancti Spiritus	75,898	249	76,147	.....	.....	.....	76,147	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sancti Spiritus	800	.....	800	.....	.....	.....	800	.....	105	.....	.....	.....	.....	.....	.....	.....	.....
Sancti Spiritus	3,000	.....	3,000	.....	.....	.....	3,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sancti Spiritus	13,811	.....	13,811	.....	.....	.....	13,811	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sancti Spiritus	28,177	.....	28,177	.....	.....	.....	28,177	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total of Month	6,10,724	64,653	6,75,377	4,767	60,966	400	7,17,351	22,20,379	1,051,137	40,000	24,220	10,241	8,332	813	15,483	52,000	719		
SEAPORT.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Calcutta	.....	.....	.....	34,043	11,317	890	47,040	.....	1,750	1,281	7,988	.....	.....	.....	1,447	440	2,345
Madras	.....	.....	.....	14,950	13,584	614	29,054	.....	1,716	1,453	266	.....	.....	.....	.....	.....	.....
Penang	.....	.....	.....	.....	.....	.....	.....	.....	175	1,453	266	.....	.....	.....	.....	.....	.....
Swatow	.....	.....	.....	.....	.....	.....	.....	.....	105	1,453	266	.....	.....	.....	.....	.....	.....
Amoy	.....	.....	.....	.....	.....	.....	.....	.....	35	1,453	266	.....	.....	.....	.....	.....	.....
Shanghai	.....	.....	.....	.....	.....	.....	.....	.....	245	1,453	266	.....	.....	.....	.....	.....	.....
Manila	.....	.....	.....	.....	.....	.....	.....	.....	70	1,453	266	.....	.....	.....	.....	.....	.....
London	.....	.....	.....	.....	.....	.....	.....	.....	1,500	1,453	266	.....	.....	.....	.....	.....	.....
San Francisco	.....	.....	.....	.....	.....	.....	.....	.....	70	1,453	266	.....	.....	.....	.....	.....	.....
San Pedro de Macoris	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Juan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sanchez	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total of Month	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total of Imports from the Interior during the month of November 1885	6,32,637	71,776	6,77,407	45,814	1,13,598	8,308	6,65,327	22,41,280	1,603,482	2,84,074	97,001	10,656	8,332	978	16,991	54,651	716		
SEAPORT.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Calcutta	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Madras	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Penang	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Swatow	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Amoy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shanghai	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Manila	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
London	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Francisco	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Pedro de Macoris	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Juan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sanchez	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total of Month	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total of Imports from the Interior during the month of November 1885	6,32,637	71,776	6,77,407	45,814	1,13,598	8,308	6,65,327	22,41,280	1,603,482	2,84,074	97,001	10,656	8,332	978	16,991	54,651	716		

* One moud of paddy is equivalent to 25 seers of rice.

† Exclusive of bags obtained by local manufacture.

The Sea-borne Trade of Calcutta in these Staples during the month of November 1885 was as follows.—

Ports from which Imported.	Rice.	Paddy.	Total (in mds).	Wheat.	Gram and pulses.	Other food-grains.	Total.	Jute, raw.	Gunny-bags.	Linseed.	Mustard-seed.	Tea, Indian.	Cotton, raw.	Silk, raw.	Sugar.	Tobacco.
SEAPORT.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	No.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Bombay	80,856	80	80,936	.....	.....	.....	80,936	.....	.....	.....	.....	.....	.....	.....	.....	.....
Calcutta	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Madras	71,072	462	71,534	.....	.....	.....	71,534	.....	.....	.....	.....	.....	.....	.....	.....	.....
Penang	777	.....	777	.....	.....	.....	777	.....	.....	.....	.....	.....	.....	.....	.....	.....
Swatow	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Amoy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shanghai	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Manila	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
London	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Francisco	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Pedro de Macoris	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Juan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sanchez	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total of Month	1,23,615	462	1,23,615	.....	.....	.....	1,23,615	.....	.....	.....	.....	.....	.....	.....	.....	.....
SEAPORT.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Calcutta	1,04,025	.....	1,04,025	.....	.....	.....	1,04,025	.....	.....	.....	.....	.....	.....	.....	.....	.....
Madras	3,84,083	2,800	3,86,883	.....	.....	.....	3,86,883	.....	.....	.....	.....	.....	.....	.....	.....	.....
Penang	4,00,000	2,800	4,02,800	.....	.....	.....	4,02,800	.....	.....	.....	.....	.....	.....	.....	.....	.....
Swatow	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Amoy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shanghai	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Manila	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
London	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Francisco	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Pedro de Macoris	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
San Juan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sanchez	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total of Month	6,12,923	2,800	6,15,723	.....	.....	.....	6,15,723	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total of Imports from the Interior during the month of November 1885	6,32,637	71,776	6,77,407	45,814	1,13,598	8,308	6,65,327	22,41,280	1,603,482	2,84,074	97,001	10,656	8,332	978	16,991	54,651

The following Statement shows the several Routes followed by the Trade in the Principal Staples of Traffic imported into Calcutta during the month of November 1885.

IMPORTS INTO CALCUTTA

SPECIFICATION OF ROUTES.	FOOD-GRAINS.					FIBROUS PRODUCTS.		OILSEEDS.		Tea.	Cotton.	Silk.	SUGAR.		TOBACCO.	
	Rice.	Paddy.	Wheat.	Gram and pulses.	Other food-grains.	Jute.	Gunny-bags.	Linseed.	Mustard-seed.				Drain- ed.	Un- drained.	Raw.	Other.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	No.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
By country boats	3,30,000	51,750	22,103	73,913	3,203	7,00,264	417,107	76,648	98,873	...	2,389	111	0,721	33,050	340	0,721
By river steamers	...	...	...	...	...	4,71,791	...	...	23,769	80,133	2,373	...	...	...	...	...
By rail	1,90,723	...	3,10,223	1,03,312	13,327	...	32,305	2,52,590	31,065	2,418	55,835	511	...	1,743	...	...
By Eastern Bengal State Railway.	49,157	...	281	11,237	...	5,08,237	1,151,605	8,328	8,010	21,911	2,780	495	...	5,220	367	19,721
By sea	42,000	6,000	50	...	...	1,22,538	65,475	16	...	...	121	8	9,930	0,643	...	...
By air	32,083	...	...	738	...	...	300	...	...	1,801	0,175	143	1,210	...	...	...
Grand Total of Imports in November 1885	6,94,083	74,030	3,38,725	2,52,744	16,633	32,59,443	1,648,192	3,87,591	1,31,506	1,11,063	70,181	1,522	18,384	54,113	340	31,913
Grand Total of Imports in November 1884	6,07,040	1,69,217	2,24,804	2,12,507	63,362	21,57,103	1,907,359	2,42,214	1,66,030	99,752	55,047	1,359	56,999	70,330	340	42,100

The following Statement shows the Values, Quantities, and Numbers of the Principal Staples of Traffic exported Inland from Calcutta during the month of November 1885.

EXPORTS FROM CALCUTTA.

Whither exported	Cotton piece-goods.		Cotton twist.		Salt.	Gunny-bags.	Whither exported.	Cotton piece-goods.		Cotton twist.		Salt.	Gunny-bags.
	European.	Indian.	European.	Indian.				European.	Indian.				
CHOTA NAGPORE.													
Burdwan	Rs. 3,07,524	Rs. 6,140	Mds. 1,704	Mds. 1,704	Mds. 26,174	No. 56,000	Hamaribagh	Rs. 68,528	Rs. 1,430	Mds. 134	Mds. 134	Mds. 7,019	No. 1,321
Barrackpore	1,14,000	1,200	...	...	13,784	65,905	Manbhum	90,449	1,210	50	1,187	4,832	...
Medinipur	1,88,000	...	...	...	32,043	4,850	Total of Chota Nagpore	1,64,708	2,640	50	1,321	11,850	1,321
Howrah	2,14,700	5,221	...	...	4,783	65,150	Grand Total of supplies into the provinces under the Lieutenant-Governor of Bengal.	1,15,35,211	61,800	10,857	7,621	6,51,585	1,007,000
to Patna	2,14,700	...	...	...	11,370	10,580							
to Allahabad	4,00,000	...	...	...	31,433	...							
to Khatwa	1,10,000	...	...	...	5,310	...							
to Jessore	1,00,000	250	...	...	29,224	...	OTHER PROVINCES.						
to Moorshedabad	...	1,540	...	...	30,405	...	Assam	Rs. 8,14,300	Rs. 110	Mds. 400	Mds. 20	Mds. 60,291	No. 3,100
to Dacca	2,12,000	...	...	...	3,900	...	North-Western Provinces and Oudh	42,00,000	11,400	2,790	1,000	41,004	3,000
to Bankura	2,15,000	...	...	...	21,180	...	Punjab	16,04,700	5,170	1,105	2	...	...
to Burdwan	4,00,000	250	...	...	11,531	...	Central Provinces	7,000	...	...	...	...	...
to Suva	2,70,120	...	...	...	8,205	...	Rajputana States	61,000	...	...	...	...	...
to Panna	4,00,300	600	...	...	81,035	...	Bihar	7,000	...	...	...	...	...
to Dacca	46,000	...	...	...	1,555	...	Madras	19,000	...	...	...	...	...
to Jangama	1,07,400	...	...	...	9,761	...	Pondicherry	...	...	...	...	...	...
to Jangama	31,11,500	...	...	...	60,042	...	British Burma	...	...	...	...	...	...
to Jangama	4,00,500	...	...	...	31,975	...	Other places	...	...	...	...	...	...
to Jangama	2,00,000	...	...	...	4,005	...	Grand Total of Exports in Nov. 1885	1,83,85,000	80,550	28,554	10,370	9,30,800	9,000,000
to Jangama	1,00,000	...	...	...	40,150	...	Exports in Nov. 1884	1,26,51,275	1,04,710	18,417	12,604	8,00,000	10,200,000
to Jangama	1,00,000	...	...	...	3,900	...	The Sea-borne Trade of Calcutta in these Staples during the month of Nov. 1886 was as follows:—						
to Jangama	1,00,000	...	...	...	1,000	...	IMPORTED INTO CALCUTTA.						
to Jangama	1,00,000	...	...	...	1,000	...	From Foreign Ports—	Rs. 70,20,517	Rs. 21,000	Mds. 6,65,107	Mds. 6,65,107	Mds. 1,85,539	No. 1,85,539
to Jangama	1,00,000	...	...	...	1,000	...	United Kingdom	...	...	...	...	...	...
to Jangama	1,00,000	...	...	...	1,000	...	Other Foreign ports	...	...	...	...	...	...
to Jangama	1,00,000	...	...	...	1,000	...	Total of Foreign Trade	70,84,052	22,000	...	...	...	...
to Jangama	1,00,000	...	...	...	1,000	...	From Indian Ports—	Rs. 2,000	Rs. 1,81,824	Mds. 2,235	Mds. 2,235	Mds. 30	No. 30
to Jangama	1,00,000	...	...	...	1,000	...	Bombay	...	...	...	...	...	...
to Jangama	1,00,000	...	...	...	1,000	...	Madras	...	...	...	...	...	...
to Jangama	1,00,000	...	...	...	1,000	...	British Burma	...	...	...	...	...	...
to Jangama	1,00,000	...	...	...	1,000	...	Other Indian ports	...	...	...	...	...	...
to Jangama	1,00,000	...	...	...	1,000	...	Total of Interprovincial Trade	31,700	2,00,000	3	3,335	30,544	...
to Jangama	1,00,000	...	...	...	1,000	...	Grand Total of Imports in Nov. 1886	77,14,400	2,01,005	22,000	3,335	8,00,641	...
to Jangama	1,00,000	...	...	...	1,000	...	Imports in Nov. 1884	62,71,000	2,20,017	12,607	11,150	3,79,704	...

* As per tariff declaration value.

The following Statement shows the several Routes followed by the Trade in the Principal Staples of Traffic exported from Calcutta during the month of November 1885.

SPECIFICATION OF ROUTES.	COTTON PIECE-GOODS.		COTTON TWIST.		Salt.	Gunny-bags.
	European.	Indian.	European.	Indian.		
	Rs.	Rs.	Mds.	Mds.	Mds.	No.
By country boats	4,04,114	8,410	8,724	...	8,38,518	14,000
By river steamers	...	...	...	...	...	...
By rail	1,10,000	65,120	6,000	8,554	3,00,000	1,600,000
By Eastern Bengal State Railway	47,70,000	2,420	8,791	...	7,000	...
By sea	2,47,000	8,000	1,000	33	2,000	7,200
By air	5,00,000	3,500	6,000	1,757	...	...
Grand Total of Exports in November 1885	1,00,00,000	83,450	23,000	10,370	9,30,800	9,000,000
Grand Total of Exports in November 1884	1,26,51,275	1,04,710	18,417	12,604	8,00,000	10,200,000

Results of the Meteorological Observations taken at the Alipore Observatory from 21st to 27th March 1886.

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 59° Fahr.	TEMPERATURE.				HYGROMETRY.				WIND.		Miles recorded.	Rain.	WEATHER.
					Mean.	Maximum.	Range.	Minimum.	Mean wet bulb.	Vapour tension.	Dew point.	Humidity.	Prevailing direction.				
		°		Inches.	°	°		°	°	Inches	°	%				Inches.	
March	21st	147.0	6.2	29.786	81.2	91.0	19.7	72.2	76.1	0.830	73.9	80	SSW	...	145	Nil	Partially cloudy, a. s.
"	22nd	146.4	10.5	768	82.7	94.2	22.0	72.2	76.1	815	73.1	75	SW and WSW	...	133	"	Clear, a.
"	23rd	148.5	9.2	744	83.5	90.3	23.6	72.7	74.7	743	70.3	68	SSW and WSW	...	129	"	Partially cloudy.
"	24th	150.0	7.5	743	81.5	94.3	19.8	74.5	72.7	692	68.2	66	SW and SSW	...	171	0.03	Chiefly cloudy, a. d.
"	25th	147.0	8.8	706	79.9	93.5	23.2	70.3	72.9	718	69.3	72	Variable	...	118	0.12	Chiefly cloudy, a. s. t. < p.
"	26th	140.3	0.3	760	78.1	89.5	23.3	66.2	72.0	709	69.0	74	SSW	...	134	Nil	Partially cloudy.
"	27th	153.5	0.8	795	79.5	89.8	16.9	72.9	72.9	723	69.5	72	SSW and variable	...	191	0.04	Partially cloudy, a. s. d. < p.

The mean pressure of the seven days inches. 29.757
 The average pressure of the corresponding period for 24 years, S. G.'s Office 29.784

The total number of hours of bright sunshine hours. 61.3
 The maximum possible number of hours of sunshine 85.1

The mean temperature of the seven days ° 80.9
 The average temperature of the corresponding period for 24 years, S. G.'s Office 83.1
 The extreme variation of temperature 80.1
 The maximum temperature 96.3

The highest velocity of the wind in one hour Miles. 20

The highest pressure of wind on one square foot lbs. 28

The mean relative humidity % 72
 The average relative humidity of the corresponding period for 24 years, S. G.'s Office 65

The total fall of rain from 21st to 27th March 1886 inches. 0.19
 The average fall of the corresponding period for 24 years, S. G.'s Office 0.24
 The total fall from 1st January to 27th March 1886 2.52
 The average fall of the corresponding period for 24 years, S. G.'s Office 2.70

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph, and from observations made at 6h, 10h, 16h and 22h.

The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard Newman's No. 85 formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

o overcast, g gloomy, d drizzling rain, t thunder, p passing temporary showers, < lightning, s dust-storm, a dew.

METEOROLOGICAL OFFICE, INDIA;
 Calcutta, the 29th March 1886.

HENRY F. BLANFORD,
 Meteorological Reporter to the Government of India.

Meteorological Report of the Province of Ben

DISTRICT.			STATION OBSERVATIONS.												
			AIR PRESSURE.			WIND.		TEMPERATURE.							
			Mean barometric height, in A.M.	Mean reduced to sea-level.	Variation from mean.	Direction.	Mean wind velocity.	Highest during week.	Date.	Lowest during week.	Date.	Mean maximum temperature.	Mean minimum temperature.	Mean daily temperature.	Variation from normal mean of week.
Orissa.	Pooree	Gopalpore	29.846	29.890	—	SSW	271	90.2	21st Mar.	73.8	25th Mar.	85.2	76.7	80.0	—
		False Point	29.870	29.891	—0.021	SSW	250	89.5	25th "	69.1	26th "	87.8	74.0	80.9	—0.2
	Cuttack	Cuttack	29.784	29.865	—0.081	Variable	80	99.4	24, 25, 26, Mar.	72.5	26th "	97.5	73.5	85.2	—0.9
South-West Bengal.	Balasore	Balasore	29.825	29.882	—	SSW	129.2	93.4	26th "	66.5	26th "	91.3	71.6	81.5	—
	South 24 Pargunnas	Saugor Island	29.830	29.856	—0.026	SSW	310	88.2	21st 26th Mar.	64.9	26th "	87.3	75.3	81.3	—1.1
	Midnapore	Midnapore	29.695	29.847	—	SESW	111.1	101.8	24th "	67.2	24th "	97.9	71.5	84.6	—
South-East Bengal.	Howrah	Calcutta	29.827	29.849	—0.022	SW	144	96.5	24th "	66.2	26th "	93.1	71.5	82.3	+0.7
	Hooghly														
	Hurdwan	Hurdwan	29.749	29.849	—0.099	SW	88.7	98.7	24th "	68.4	26th "	96.7	72.0	84.3	+1.0
Bihar.	Bankura	Bankura	29.705	—	—	NW	30	98.5	25th "	68.1	26th "	96.6	71.9	84.3	—
	Barhampur	Rancegunge	29.821	—	—	WNW	101.5	99.6	24th "	66.6	26th "	97.2	70.5	83.9	—
	West Hurdwan														
Nagaland.	Mooreabad	Barnampur	29.772	29.830	—0.058	SEW	137.9	100.7	24th "	66.2	26th "	96.9	71.1	84.0	+1.9
	Nudda	Krishnagore	29.788	—	—	SSEWSW	68.9	97.7	22nd 24th Mar.	65.0	26th "	95.7	71.5	83.6	—
	Jessore	Jessore	29.820	29.855	—0.035	SW	100.4	99.3	24th "	67.0	26th "	95.8	73.3	84.1	+1.3
Chittagong.	Khoshla		29.815	29.895	—0.080	SE	99	87.6	24th "	64.0	26th "	84.5	69.5	76.9	—1.7
	Chittagong	Chittagong													
	Chittagong Hill Tracts	Dumakiri						Observations not received.							
Bengal.	Hattergunge	Hattergunge	29.805	29.870	—	S	101.0	91.8	24th Mar.	67.0	26th "	89.0	71.6	80.3	—
	Noakhali	Noakhali	29.847	29.891	—	SSW	?	89.0	22nd "	64.4	26th "	87.4	70.5	78.9	—
	Port Blair	Port Blair				S	155.5	95.5	24th "	?	—	92.0	?	?	—
Assam.	Dacca	Dacca	29.821	29.873	—0.052	SSE, SSW	147	97.2	24th "	63.4	26th "	94.4	71.1	82.5	+1.5
	Tippurah	Comilla	29.840	29.882	—	SE	84.5	97.3	26th "	61.9	26th "	92.5	69.5	81.0	—
	Mymensingh	Mymensingh	29.820	—	—	SSE	?	95.3	24th "	58.17	26th "	92.9	69.4	79.6	—
Cooch Behar.	Bogra and Kaba	Bogra	29.766	—	—	SW	?	99.8	24th "	64.4	26th "	97.2	70.5	83.9	—
		Serajgunge	29.785	29.832	—	SSW	132.2	99.0	24th "	63.0	26th "	95.7	69.0	82.4	—
	Rajshahi	Rajshahi	29.746	29.820	—	NW	63.4	99.4	24th "	64.7	26th "	97.8	69.4	83.7	—
Maidul.	Maidul	Maidul	29.665	—	—	NW	63.6	95.2	26th "	64.5	26th 26th Mar.	91.9	63.4	80.1	—
	Manipur	Manipur	29.704	29.825	—	SW	130	98.1	24th "	63.7	26th "	96.9	66.4	81.7	—
Jalpaiguri.	Jalpaiguri	Jalpaiguri	29.685	29.824	—	W	154.0	96.6	24th "	62.7	26th "	94.9	66.1	80.5	—
	Cooch Behar	Jalpaiguri	29.650	29.844	—	E	98.7	96.0	24th "	59.9	24, 25, 26, Mar.	94.5	65.9	78.6	—
Darjeeling Hill District.	Darjeeling	Darjeeling	29.935	—	—	W	247.7	62.7	26th 26th Mar.	43.2	26th "	69.1	67.0	68.0	—
	North Bhatipore	North Bhatipore	29.680	29.835	—0.055	Calm	62.2	95.2	24th "	?	—	96.6	?	?	?
Moulvibazar.	Moulvibazar	Moulvibazar	29.635	29.821	—	W	—	—	—	—	—	—	—	—	—
	Duronganga	Duronganga	29.635	29.801	—0.066	WNW	?	?	—	62.9	26th "	?	69.3	?	?
Champeran.	Champeran	Champeran	29.673	29.802	—	NW	208.6	97.3	21st "	57.4	26th "	93.9	69.5	79.2	—
	Sarab	Sarab	29.627	—	—	W	165.0	99.5	22nd "	63.5	26th "	90.1	65.9	82.5	—
Khababed.	Khababed	Khababed	29.487	29.841	—	SEW	214.3	90.5	21st "	60.0	26th "	92.3	67.3	79.5	—
	Aring	Aring	29.625	29.819	—	W	134.8	99.9	21st 22nd Mar.	63.4	26th "	90.0	70.2	83.1	—
Gya.	Gya	Gya	29.457	29.836	—0.038	WSW	177.8	97.4	23rd 24th Mar.	60.7	25th "	95.8	63.2	79.5	—2.0
	Bahadur	Bahadur	29.645	29.839	—0.064	NW	88.5	99.2	21st "	64.3	26th "	96.1	69.0	83.0	+3.3
South Bhagalpur.	South Bhagalpur	Bhagalpur	29.644	29.808	—	W&W	67.8	97.8	24th "	67.0	21st "	95.0	69.9	82.9	—
	Doonika	Doonika	29.719	—	—	Calm	71.1	95.2	24th 26th Mar.	68.9	26th "	96.4	70.3	83.4	—
Hazaribagh.	Hazaribagh	Hazaribagh	29.842	29.895	—0.053	NNW	142.9	92.7	24th "	63.0	24th "	90.8	67.0	78.9	+0.2
	Leharibagh	Leharibagh	29.757	29.845	—	Calm	120.0	95.2	22nd "	60.5	26th "	91.2	65.8	78.5	—
Rangpoor.	Rangpoor	Rangpoor	29.801	—	—	SW	60.6	97.0	24th "	61.9	26th "	90.1	70.1	83.1	—

Explanation.—Barometer.—The normal means of air pressure and temperature are the arithmetical averages or means of the readings during the year. The normal means of air pressure are expressed as a percentage, and the normal means of temperature are expressed as a percentage of 100. A clear day is denoted by 0 and an overcast day by 1. The normal means of the number of days of rain or snow are the arithmetical averages or means of the number of days of rain or snow during the year. The normal means of the number of days of rain or snow are the arithmetical averages or means of the number of days of rain or snow during the year. The normal means of the number of days of rain or snow are the arithmetical averages or means of the number of days of rain or snow during the year.

for the week ending Friday, the 26th of March 1886.

DISTRICT OBSERVATIONS.																		
Average humidity at 10 A. M.	Average cloud amount at 10 A. M. for week.	Rainfall of week at observing stations.	RAINFALL.										Average number of rainy days.	Normal number of rainy days.	Representative station.	DISTRICT.		
			Of week.		Since 1st of month.			Since 15th May 1885.										
			Mean for district.	Normal mean.	Mean for district.	Normal mean.	Variation.	Mean for district.	Normal mean.	Variation.								
73	1'0	0'65	—	—	—	—	—	—	—	—	—	—	—	Gopalnora	Pooros			
62	1'1	0'16	0'73	0'44	1'96	0'61	+1'29	42'68	58'57	-15'89	2'0	0'4	Palas Point	Cuttack				
62	1'1	0'16	0'47	0'19	3'65	0'73	+2'92	46'79	55'84	-9'05	1'3	0'1	Cuttack	Cuttack				
61	1'1	0'50	1'37	0'14	3'07	0'82	+2'25	50'48	56'09	-5'61	2'2	0'5	Balasore	Balasore				
51	3'0	1'88	1'06	0'96	2'63	0'60	+1'83	71'71	65'07	+6'64	1'7	0'2	Sausor Island	South-West Midnapore				
48	1'3	0'05	0'28	0'11	1'17	1'36	-0'19	77'01	52'53	+24'48	1'3	0'1	Midnapore	South 24-Pergunnahs				
65	1'0	0'16	0'28	0'10	1'52	1'11	+0'41	62'25	53'84	+8'41	1'3	0'4	Calcutta	Midnapore				
50	2'0	0'19	0'33	0'09	1'74	0'93	+0'81	53'84	48'07	+5'77	2'0	0'5	Hurdwan	24-Pergunnahs				
42	1'1	0'05	0'37	0'12	1'47	0'89	+0'58	70'10	51'21	+18'89	2'0	0'5	Bankura	Hurdwan				
41	2'0	0'25	0'11	0'05	0'90	0'43	+0'47	62'57	52'31	+10'26	1'0	0'3	Raneesunge	Bankura				
42	1'4	0'09	0'16	0'08	0'40	0'49	-0'09	51'35	50'29	+1'06	1'5	0'2	Barnampur	West Hurdwan				
39	1'3	0'26	0'37	0'23	1'23	1'11	+0'12	55'89	50'88	+5'01	1'4	0'5	Krishnagur	Moorshedabad				
38	3'0	0'32	0'04	0'09	1'88	1'58	+0'30	59'24	50'14	+9'10	2'2	0'7	Jessore	Nuddea				
34	7'1	4'22	2'47	0'21	2'47	1'47	+1'00	130'57	114'66	+15'91	2'0	0'7	Chittakong	Jessore				
33	4'7	1'08	1'43	0'24	1'54	1'54	0	84'74	80'37	+4'37	2'8	0'9	Demagiri	Khoolna				
32	6'4	1'00	1'24	0'23	2'40	2'12	+0'28	100'25	112'81	-12'56	3'5	0'7	Barisal	Chittakong Hill Tracts				
31	2'8	1'45	1'13	0'40	1'63	2'02	-0'39	64'67	55'86	+8'81	2'7	0'8	Noakhully	Backergunge				
30	4'0	0'99	1'20	0'41	1'86	2'09	-0'23	62'16	60'33	+1'83	3'0	0'5	Dacca	Noakhully				
29	5'4	1'75	0'80	0'07	1'15	3'06	-1'91	72'77	75'24	-2'47	2'0	1'1	Commillah	Furzedpore				
28	0'0	0'35	0'26	0'01	0'43	1'89	-1'46	66'63	66'98	-0'35	1'5	1'0	Mymensingh	Dacca				
27	0'4	Nil	0'64	0'36	0'09	0'65	-0'56	63'80	58'08	+5'72	0'8	0'7	Bogra	Mymensingh				
26	1'7	0'80	0'96	0'20	0'06	0'93	+0'03	62'52	55'14	+7'38	2'0	0'6	Serajunge	Bogra and Pubna				
25	0'7	0'15	0'08	0'21	0'32	0'34	-0'02	56'55	53'87	+2'68	0'5	0'3	Ramuore Beantah	Maldah				
24	0	Nil	Nil	0'16	0'23	0'47	-0'24	58'72	55'96	+2'76	0'0	0'3	Dinapore	Maldah				
23	Nil	Nil	Nil	0'31	0'06	1'13	-1'06	68'48	75'57	-7'09	0'0	0'7	Rungpore	Dinapore				
22	1'3	Nil	Nil	0'75	0'15	1'34	-1'19	105'89	113'27	-7'38	0'0	1'0	Jalpigoree	Rungpore				
21	2'0	Nil	Nil	0'70	0'70	1'43	-0'73	149'23	135'17	+14'06	0'0	3	Darjeeling	Cooch Behar				
20	0	Nil	Nil	0'07	0'12	0'34	-0'22	49'25	58'17	-8'92	0'0	0'2	Purneah	Darjeeling Hill District				
19	2'3	Nil	Nil	0'03	0'70	0'30	+0'31	44'79	42'86	+1'93	0'0	0'3	Mozufferpore	Purneah				
18	0	Nil	Nil	0'03	0'06	0'29	-0'23	40'23	43'41	-3'18	0'0	0'1	Durbunga	Mozufferpore				
17	3'0	Nil	Nil	0'03	0'05	0'34	+0'21	55'42	45'55	+9'87	0'0	0'1	Mothari	Durbunga				
16	1'3	Nil	Nil	0'02	0'12	0'16	-0'14	43'00	42'30	+0'70	0'0	0'2	Chupra	Chumpra				
15	1'0	Nil	0'02	0'04	0'75	0'33	+0'42	43'37	39'09	+4'28	0'2	0'2	Dumrae	Saran				
14	1'0	Nil	0'04	0'06	1'32	0'27	+1'05	50'52	40'29	+10'23	0'3	0'3	Gya	Shahabad				
13	1'6	0'20	0'09	0'02	0'33	0'23	+0'10	43'89	40'83	+3'06	1'0	0'1	Bankipore	Gya				
12	0'4	Nil	Nil	0'06	0'40	0'25	+0'15	68'27	42'55	+25'72	0'0	0'1	Shangupore	Bankipore				
11	0	0'03	0'01	0'12	0'25	0'16	+0'09	51'40	40'03	+11'37	0'2	0'1	Boomka	South 24-Pergunnahs				
10	2'3	0'21	0'15	0'07	2'40	0'91	+1'49	66'93	49'49	+17'44	1'0	0'4	Hasaribaga	Boomka				
9	0'7	0'23	0'27	0'09	1'41	0'77	+0'64	51'74	48'84	+2'90	1'1	0'3	Manchee	Hasaribaga				
8	1'3	drops	Nil	0'08	1'20	1'03	+0'17	54'99	53'88	+1'11	0'0	0'1	Chyabassa	Manchee				

Normal for the past ten years. The variations are negative when the mean for the week is less than the corresponding normal mean, and positive when greater.

12. The number denoting cloud amount represents the part of the sky covered, the whole sky being denoted by 10. Under the head "District" observed stations for the period in question during the last 12 years. The names of the districts are the numerical averages of the rainfall observed during the period.

Statement of Rainfall in Bengal for the week ending Friday (6 p.m.), the 26th of March 1886—contd.

Meteorological division.	District.	Station.	RAINFALL.							TOTAL.		Total rain-fall since 1st of month.	Average total rain-fall from 1st of month.	Total rain-fall since 16th May 1885.	Average rainfall from 16th May 1885 to date.
			Saturday, 26th March.	Sunday, 27th March.	Monday, 28th March.	Tuesday, 29th March.	Wednesday, 30th March.	Thursday, 31st March.	Friday, 1st April.	Number of rainy days.	Of Rainfall week.				
BHOAL	Gournadi	Gournadi	0.58					0.02	0.56	3	0.96	1.20	?	?	?
		Baughal	0.23										?	?	?
	Noakholly	Noakholly				0.01	0.14	0.58	0.37	4	1.14	1.28	2.73	101.07	113.98
		Fenny					0.06	0.02	0.46	3	1.34	3.70	1.40	99.42	111.79
	Harispor	Harispor					0.31	1.25					?	?	?
		(Bundip)													
	Bamganj	Bamganj						0.28	0.24	2	0.52	0.58	?	?	?
		Madanpore				0.00			0.61	2	0.70	0.70	3.40	59.03	59.43
	Furredpore	Furredpore											2.21	59.43	59.43
		Goalundo	0.35					0.18	0.07	3	1.20	2.70	1.45	66.99	66.27
Dacca	Munshikunge	Munshikunge		0.22			0.20		0.24	3	0.66	1.48	3.14	61.02	73.09
		Dacca					0.03	0.34		2	0.37	1.51	2.19	65.75	62.16
	Narainkunge	Narainkunge							0.31	1	0.31	1.84	?	60.61	?
		Manickkunge	0.05				0.04	0.04	1.35	4	1.48	2.19	0.92	60.71	61.74
	Joydebpore	Joydebpore	0.00						0.28	2	0.28	1.18	?	?	?
	Comilla	Comilla		0.14			0.00		0.24	3	1.16	1.39	2.63	60.75	60.26
		Chandpore							0.20	1	0.20	0.28	2.47	77.36	80.24
	Brahmanbaria	Brahmanbaria		0.48			0.00		0.45	3	0.92	1.07	3.78	63.33	68.25
		Ranchandrapore	0.00					0.70	0.07	3	0.83	1.13	?	?	?
Mymensingh	Nasirnagar	Nasirnagar					0.03						?	?	?
		Haukandi							0.35	1	0.35	1.80	?	?	?
	Kasba	Kasba				1.08			0.34	2	1.12	2.41	?	?	?
		Laksham							0.29	1	0.29	0.35	?	?	?
	Kishoregunge	Kishoregunge		0.66	0.07								2.48	60.68	73.70
		Atia (Tangail)											1.11	60.68	68.35
	Mymensingh	Mymensingh		0.08			0.01	0.21	0.09	1	0.39	0.99	1.57	73.00	77.59
		Jamailore								3	0.35	0.36	?	?	?
	Naitokona	Naitokona								Nil	Nil	0.42	1.19	64.68	68.07
		Subornakhal							0.14	1	0.14	0.62	?	60.43	?
Pabna	Turgapore	Turgapore		0.00									?	?	?
		Desanganj								Nil	Nil	Nil	?	?	?
	Pubna	Pubna		0.74				0.21		1	0.95	0.95	1.11	60.40	66.00
		Serajkunge						0.92	0.04	2	0.96	0.96	0.75	65.25	66.43
	Bogra	Sherpore								Nil	Nil	Nil	0.94	50.52	61.31
		Nowshilla		0.00				0.25		Nil	0.27	0.27	0.61	50.05	61.15
	Bogra	Bogra						0.04		1	0.04	0.14	0.56	55.42	60.66
		Panchbibi								Nil	Nil	0.03	0.48	60.78	60.73
	Bajabaho	Bauleah						0.43		1	0.43	0.43	0.42	60.25	54.03
		Saltore								Nil	Nil	Nil	0.60	61.32	60.00
Maldah	Nowkong	Nowkong						0.09		Nil	Nil	0.09	?	60.02	?
		Lalpur								Nil	Nil	Nil	?	?	?
	Munda	Munda								Nil	Nil	Nil	?	?	?
										Nil	Nil	Nil	?	?	?
	Maldah	Maldah								Nil	Nil	0.41	?	60.05	61.16
		Chanchal								Nil	Nil	0.19	?	30.08	?
	Gajol	Gajol								Nil	Nil	0.20	?	?	?
		Sibganj								Nil	Nil	Nil	?	?	?
	Dinagopore	Mohadepore								Nil	Nil	Nil	?	?	?
		Chitrano								Nil	Nil	Nil	0.34	52.75	60.61
Banspur	Banspur	Banspur								Nil	Nil	0.33	0.24	52.74	60.67
		Banspur								Nil	Nil	0.18	0.39	53.68	60.65
	Dinagopore	Dinagopore								Nil	Nil	0.29	0.91	67.04	62.64
		Balokhat								Nil	Nil	Nil	?	54.41	?
	Banspur	Banspur								Nil	Nil	Nil	?	?	?
		Banspur								Nil	Nil	Nil	?	?	?
	Banspur	Banspur								Nil	Nil	Nil	?	?	?
		Banspur								Nil	Nil	Nil	?	?	?
	Banspur	Banspur								Nil	Nil	Nil	?	?	?
		Banspur								Nil	Nil	Nil	?	?	?
Jaligore	Jaligore	Jaligore								Nil	Nil	0.27	1.40	117.77	117.56
		Alipore								Nil	Nil	Nil	?	?	?
	Bullacatta	Bullacatta								Nil	Nil	0.18	?	?	?
		Dinacatta								Nil	Nil	Nil	?	?	?
	Cooch Behar	Cooch Behar								Nil	Nil	Nil	1.37	92.58	80.63
		Mickung								Nil	Nil	0.04	1.31	100.38	100.08
	Masabunga	Masabunga								Nil	Nil	Nil	0.75	96.90	107.63
										Nil	Nil	0.46	1.97	101.90	122.10
	Darjeeling Hill	Ruza								Nil	Nil	0.11	2.07	174.08	120.26
		Siliguri								Nil	Nil	0.90	?	90.74	?
Purneah	Darjeeling	Darjeeling								Nil	Nil	1.25	1.17	124.57	118.20
										Nil	Nil	Nil	?	?	?
	Kalinpong	Kalinpong								Nil	Nil	0.73	?	89.23	?
		Kalinpong								Nil	Nil	0.70	0.44	87.61	60.44
	Arinpong	Arinpong								Nil	Nil	Nil	0.41	83.12	60.04
		Purneah								Nil	Nil	0.40	0.29	63.35	61.01
	Gandhara	Gandhara								Nil	Nil	0.60	?	?	?
		Baharapore								Nil	Nil	0.28	?	?	?
	Mauri	Mauri								Nil	Nil	Nil	?	?	?
		Katuganj								Nil	Nil	Nil	?	?	?
North Bhagulpore	Mudapore	Mudapore								Nil	Nil	0.08	0.20	42.10	42.82
		Protaganj								Nil	Nil	Nil	0.28	41.30	45.10
	Darbhanga	Tajpore								Nil	Nil	Nil	0.24	62.88	41.20
		Bachhanga								Nil	Nil	0.10	0.13	60.91	41.03
	Madhupur	Madhupur								Nil	Nil	Nil	0.30	63.49	60.35
		Bahara								Nil	Nil	0.20	?	?	?
	Kushera	Kushera								Nil	Nil	0.02	?	?	?
										Nil	Nil	Nil	?	?	?
	Mousherpore	Mousherpore								Nil	Nil	1.23	0.53	54.11	41.10
		Mousherpore								Nil	Nil	0.72	0.30	41.30	41.13
Chumpan	Chumpan	Chumpan								Nil	Nil	0.14	0.28	34.91	42.24
		Chumpan								Nil	Nil	0.10	?	?	?
	Mitha	Mitha								Nil	Nil	0.40	?	?	?
		Mitha								Nil	Nil	Nil	?	?	?
	Fupri	Fupri								Nil	Nil	0.62	?	?	?
										Nil	Nil	Nil	?	?	?
	Motihari	Motihari								Nil	Nil	0.40	0.37	57.90	42.91
		Motihari								Nil	Nil	0.67	0.20	33.84	48.8
	Bhagha	Bhagha								Nil	Nil	0.30	?	?	?
		Bhagha								Nil	Nil	Nil	?	?	?

Statement of Rainfall in Bengal for the week ending Friday (6 p.m.), the 26th of March 1886—concluded.

Meteorological division.	District.	Station.	Rainfall.							Total.		Total rain-fall since 1st of month.	Average total rain-fall from 1st of month.	Total rain-fall since 15th May 1885.	Average rain-fall from 1st May to date.
			Saturday, 26th March.	Sunday, 27th March.	Monday, 28th March.	Tuesday, 29th March.	Wednesday, 30th March.	Thursday, 31st March.	Friday, 1st April.	Number of rainy days.	of Rainfall week.				
NORTH BENGAL—continued.	Savarn.	Gopalgunge	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	Nil	0.00	52.88	.....
		Savarn	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.11	0.18	47.57	.....
SOUTH BENGAL.	Shahabad.	Chunar	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.26	0.26	48.57	.....
		Buxar	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.11	0.11	41.77	.....
		Dumra	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	1.20	1.20	7.77	.....
		Bhussonh	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.22	0.22	47.77	.....
		Sasseram	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	1.52	1.52	17.77	.....
		Arrah	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.22	0.22	47.77	.....
		Mohania	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	Nil	?	?	?
	Gya.	Aurungabad	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	1.97	0.26	53.59	.....
		Gya	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	1.43	0.23	52.45	.....
		Nowadah	.....	.....	.....	.....	.....	0.17	.....	Nil	Nil	1.84	0.32	44.52	.....
		Seemabad	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.07	0.28	47.00	.....
		Arwal	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	1.48	?	?	?
		Bandhagar	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.56	?	?	?
		Shrohatta	.....	.....	.....	.....	.....	0.10	.....	Nil	Nil	1.74	?	?	?
SOUTH BENGAL—continued.	Patna.	Patna	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	2.70	?	?	?
		Dumra	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	2.60	?	?	?
		Behar	.....	.....	.....	.....	.....	.....	.....	1	0.20	0.42	0.28	44.80	.....
		Barh	.....	.....	.....	.....	.....	.....	.....	1	0.02	0.28	0.16	43.00	.....
	Munger.	Behar	.....	.....	.....	.....	.....	.....	.....	1	0.05	0.62	0.17	40.88	.....
		Barh	.....	.....	.....	.....	.....	.....	.....	1	0.10	0.10	0.28	36.75	.....
		Behar	.....	.....	.....	.....	.....	.....	.....	1	0.02	0.21	0.18	47.70	.....
		Barh	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.33	0.28	40.00	.....
	South Bhagal-pore.	Behar	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.68	0.32	48.50	.....
		Barh	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.18	?	?	?
		Behar	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	2.62	?	?	?
		Barh	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.70	0.22	58.21	.....
	North Per-guntah.	Behar	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.08	0.28	40.81	.....
		Barh	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	1.08	?	?	?
		Behar	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.28	0.28	64.47	.....
		Barh	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.10	0.31	48.47	.....
CENTRAL AND WEST BENGAL.	Hazaribagh.	Nya Doonka	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.01	0.35	54.45	.....
		Deoghar	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.03	0.36	50.00	.....
		Jamtara	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.28	0.38	50.00	.....
		Namhat	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.28	?	?	?
		Barh	.....	.....	.....	.....	.....	.....	.....	1	0.05	0.46	?	?	?
		Barh	.....	.....	.....	.....	.....	.....	.....	1	0.08	2.28	0.60	76.35	.....
		Barh	.....	.....	.....	.....	.....	.....	.....	1	0.08	2.11	0.65	60.70	.....
	Lohardugga.	Barh	.....	.....	.....	.....	.....	.....	.....	1	0.32	3.45	1.24	60.74	.....
		Barh	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	1.40	1.23	65.00	.....
		Barh	.....	.....	.....	.....	.....	.....	.....	2	0.11	1.03	?	?	?
		Barh	.....	.....	.....	.....	.....	.....	.....	2	0.11	2.62	?	?	?
		Barh	.....	.....	.....	.....	.....	.....	.....	2	0.08	0.82	?	?	?
		Barh	.....	.....	.....	.....	.....	.....	.....	1	0.28	1.53	?	?	?
		Barh	.....	.....	.....	.....	.....	.....	.....	2	0.41	2.61	1.03	54.71	.....
CENTRAL AND WEST BENGAL—continued.	Mingbhoom.	Barh	.....	.....	.....	.....	.....	.....	.....	1	0.24	2.27	0.54	55.40	.....
		Barh	.....	.....	.....	.....	.....	.....	.....	1	0.02	0.02	?	?	?
		Barh	.....	.....	.....	.....	.....	.....	.....	1	0.02	0.02	?	?	?
		Barh	.....	.....	.....	.....	.....	.....	.....	1	0.02	0.02	?	?	?
	Mannbhoom.	Barh	.....	.....	.....	.....	.....	.....	.....	1	0.02	0.02	?	?	?
		Barh	.....	.....	.....	.....	.....	.....	.....	1	0.02	0.02	?	?	?
		Barh	.....	.....	.....	.....	.....	.....	.....	1	0.02	0.02	?	?	?
		Barh	.....	.....	.....	.....	.....	.....	.....	1	0.02	0.02	?	?	?
	Mannbhoom.	Barh	.....	.....	.....	.....	.....	.....	.....	1	0.02	0.02	?	?	?
		Barh	.....	.....	.....	.....	.....	.....	.....	1	0.02	0.02	?	?	?
		Barh	.....	.....	.....	.....	.....	.....	.....	1	0.02	0.02	?	?	?
		Barh	.....	.....	.....	.....	.....	.....	.....	1	0.02	0.02	?	?	?

Explanation.—Indicates that no rain has fallen. If the return for any day has not been received, the corresponding space is left blank. If any of the returns are wanting, the corresponding spaces in the total rainfall columns are left blank.

Calcutta, the 30th March 1886.

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the province for the week ending Friday, the 26th of March 1886 :—

METEOROLOGICAL DIVISIONS.	TEMPERATURE.						RAINFALL.									
	Highest observed during week.	Lowest observed during week.	Averages for week.			Average mean of week above or below normal mean of week.	Of week.			Rainy days.		Since 1st of month.		Since 15th May 1885.		
			Of highest of each day.	Of lowest of each day.	Of mean for each day.		Average.	Normal average.	Variation.	Average number in week.	Normal average number in week.	Variation.	Average.	Normal average.	Average.	Normal average.
Orissa	90.4	68.5	80.4	73.0	82.2	-0.6	0.87	0.17	+0.70	1.8	0.4	+1.4	2.00	0.73	47.39	50.78
South-West Bengal	101.8	64.9	85.2	71.0	83.0	+0.8	0.40	0.10	+0.30	1.7	0.4	+1.3	1.40	1.02	61.58	53.39
East Bengal*	97.3	64.1	80.7	69.7	75.0	-0.1	1.08	0.47	+0.61	2.3	0.8	+1.5	1.52	2.00	70.07	73.05
North Bengal	90.4	59.9	85.5	67.6	81.5	-	0.11	0.40	-0.29	0.4	0.6	-0.2	0.25	0.87	70.27	73.56
North Benar†	90.5	57.1	85.0	66.2	86.9	-	Nil	0.04	-0.04	0.0	0.2	-0.2	0.27	0.31	48.31	48.00
South Behar	90.0	60.0	85.5	68.6	82.1	+0.2	0.03	0.06	-0.03	0.3	0.2	+0.1	0.63	0.52	59.46	43.09
Chutia Nagpur	85.22	60.52	81.02	66.11	78.63	+0.2	0.18	0.09	+0.10	1.3	0.2	+1.1	1.01	0.56	59.00	40.08

* Furness not included.

† Purneah and Durbhanga not included.

‡ Chyabassa not included.

METEOROLOGICAL OFFICE, BENGAL ;

The 31st March 1886.

ALEXANDER PEDLER,

Offg. Meteorological Reporter to the Govt. of Bengal.

Results of the Thermometrical Observations taken at the Meteorological Office, Chowringhee, from 21st to 27th March 1886.

MONTH.	Date.	TEMPERATURE.				Mean wet bulb.	HYGROMETRY.			Rain.
		Mean.	Maximum.	Range.	Minimum.		Vapour tension.	Dew point.	Humidity.	
1886.		°	°	°	°	°	Inches.	°	%	Inches.
March	21st	81.0	93.8	21.0	72.8	77.5	.898	76.0	85	...
"	22nd	83.3	95.6	21.7	73.8	77.8	.867	74.6	75	...
"	23rd	83.1	97.0	23.2	73.8	74.8	.731	69.9	64	...
"	24th	78.8	93.8	22.0	70.9	71.8	.687	68.0	70	0.08
"	25th	81.4	94.2	20.6	73.6	74.8	.775	71.6	78	...
"	26th	78.8	90.8	23.4	67.4	73.8	.754	70.8	78	0.13
"	27th	81.3	92.0	18.2	73.8	75.7	.815	73.1	77	...

The mean temperature of the seven days

The extreme variation of temperature

The maximum temperature

The mean relative humidity

The total fall of rain from 21st to 27th March 1886

The mean temperature and humidity are obtained by applying to the mean of the 10n, 16h and minimum readings a correction dependent on the range, and derived from the hourly observations at the Surveyor-General's Office, Chowringhee, in past years.

METEOROLOGICAL OFFICE, INDIA ;

Calcutta, the 29th March 1886.

HENRY F. BLANFORD,

Meteorological Reporter to the Govt. of India.

MEMORANDUM.

The table annexed to this memorandum shows —

1. That during the week ending 13th March 1886, the birth and death-rates of the principal Municipalities in Bengal amounted to 19.7 and 22.0 per 1,000 of population, respectively, as opposed to 18.1 and 21.7 per 1,000, respectively, in the preceding week ending 6th March, indicating an improvement in registration.

2. That the following Municipalities registered the highest proportions of births and deaths :—

Births.			Deaths.		
		Ratio per mille.			Ratio per mille.
Naraingunge ...	...	41.4	Purneah ...	...	52.0
Comillah ...	...	38.5	Utterpara ...	...	37.8
Utterpara ...	...	37.8	Midnapore ...	...	34.0
			Suburbs of Calcutta ...	...	30.4

3. That the mortality from the principal diseases does not exhibit any noticeable differences in comparison with the death-rates from the same diseases during the preceding week :—

			Ratio per mille during the weeks ending—	
			13th March 1886.	6th March 1886.
Cholera ...	...	...	2.6	2.2
Small-pox ...	...	...	.03	.1
Fever ...	...	...	9.5	9.4
Bowel-complaints ...	...	...	3.1	3.2
Injury ...	...	...	.4	.3
Other causes ...	...	...	6.3	6.5

4. That of the diseases mentioned above, while fever proved noticeably fatal in the Purneah town, viz. at the rate of 38.1 per 1,000 of population, and small-pox, bowel-complaints and injury exhibited only normal fatality, cholera and the maladies recorded under the head of "other causes" caused the highest mortality in the following Municipalities :—

Cholera.			Other causes.		
		Ratio per mille.			Ratio per mille.
Bali ...	...	17.5	Midnapore ...	...	23.2
Howrah ...	...	12.6	Dacca ...	...	11.7
Serampore ...	...	7.8			
Suburbs of Calcutta ...	...	6.0			

5. That the mortality referable to Sex, Class and Age stands as noted below :—

According to Sex.			According to Class.			According to Age.		
		Ratio per mille.			Ratio per mille.			Ratio per mille.
Males ...	...	23.8	Christians ...	...	34.8	Under 1 year	...	159.5
Females ...	...	20.0	Hindus ...	...	22.3	1 year and under 5 years...	...	24.2
Ratio of male deaths to every 100 female deaths ...	...	135	Mahomedans ...	...	21.2	5 " " 10 " "	...	10.7
						10 " " 15 " "	...	5.9
						15 " " 20 " "	...	14.1
						20 " " 30 " "	...	16.7
						30 " " 40 " "	...	15.7
						40 " " 50 " "	...	19.5
						50 " " 60 " "	...	32.2
						60 years and upwards	...	47.8

The 29th March 1886.

B. LADDERDALE, M.D., Deputy Surgeon-General,
Sanitary Commissioner for Bengal.

Mortality during the week ending 13th March 1886.

MORTALITY ACCORDING TO

Disease.

BIRTHS.

POPULATION.

Sex.

DISTRICTS.	NAMES OF MUNICIPALITIES.	NUMBER OF —			RATIO PER 1,000 OF POPULATION PER ANNUM.			DEATHS FROM —										RATIO PER 1,000 OF POPULATION PER ANNUM.			Ratio of male deaths to every 100 female deaths.					
		Males.	Females.	Total.	Males.	Females.	Total.	Small-pox.	Typhoid.	Bowel-complaints.	Injury.	Other diseases.	All causes.	Cholera.	Small-pox.	Typhoid.	Bowel-complaints.	Injury.	Other diseases.	All causes.		Ratio of deaths per 1,000 of population per annum in the previous week.	Males.	Females.		
Bardwan	18,083	16,017	34,080	7	12	7.5	10.7	18.3	71	1	1	1	4	17	1.4	1.6	1.5	61	25.9	27.5	9	8	25.9	55.0	113
Midnapore	16,927	16,633	33,560	7	10	16.8	16.5	20.3	70	7	7	7	15	22	10.3	10.3	8.0	23.9	34.0	23.2	11	11	31.8	31.4	100
Hughli and Chinsurah	19,179	19,839	39,018	7	11	9.4	11.8	24.2	63	6	6	6	6	17	7.7	10.7	22.8	6.7	22.8	18.1	12	5	32.5	13.3	240
Barrackpore	13,659	12,937	26,596	3	3	9	5.9	17.7	200	2	2	2	9	13	7.8	3.3	25.5	8.9	25.5	43.2	9	4	34.5	16.1	235
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A special census of the Europeans in the Darjiling Municipality was recently taken as the census of this section of the community, taken in February 1881, was not reliable owing to the Europeans being at a minimum in that month. The number of the natives was as before, as it was not necessary to revise them. The ratios have consequently been calculated on the revised population on the basis of the above table, except "Age," the ratios under which have been omitted, inasmuch as the census of the Europeans, always allotted to, cannot be employed as a basis of calculation owing to two results of the census under this head not having been recorded under the authorized form of age classification.

DISTRICTS.	NAMES OF MUNICIPALITIES.	MORTALITY ACCORDING TO—										Age.										Ratio per 1,000 of population per annum.									
		Deaths among—										Deaths.										Ratio per 1,000 of population per annum.									
		Class.										Under 1 year.										1 and under 5 years.									
		Hindus.	Christians.	Buddhists.	Other classes.	Hindus.	Christians.	Buddhists.	Other classes.	Under 1 year.	1 and under 5 years.	5 and under 10 years.	10 and under 15 years.	15 and under 20 years.	20 and under 25 years.	25 and under 30 years.	30 and under 35 years.	35 and under 40 years.	40 and under 45 years.	45 and under 50 years.	50 and under 55 years.	55 and under 60 years.	60 and under 65 years.	65 and under 70 years.	70 and under 75 years.	75 and under 80 years.	80 and under 85 years.	85 and under 90 years.	90 and under 95 years.	95 and under 100 years.	
Bardhaman	Bardhaman	13	4	1	1	20.4	23.3	...	...	2.5	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Midnapore	Midnapore	17	6	1	1	34.1	36.0	...	...	2.2	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Hughli	Hughli and Chinsurah	12	5	1	1	19.8	38.1	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Serampore	Serampore	12	1	1	1	24.7	33.4	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Howrah	Howrah	4	1	1	1	30.0	...	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Ball	Ball	30	11	1	1	29.8	27.9	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
St. Petersburg	Suburbs of Calcutta	6	45	1	1	23.3	...	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Nudda	Kashimbar	3	4	1	1	8.4	25.1	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Benarhat	Benarhat	1	1	1	1	...	...	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Seetipore	Seetipore	1	1	1	1	...	...	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Jessore	Jessore	2	2	1	1	23.1	27.2	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Rajshahi	Rajshahi	4	3	1	1	21.0	13.9	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Darjiling	Darjiling	10	19	1	1	19.9	23.9	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Decca	Decca	3	2	1	1	24.7	16.9	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Narayanganj	Narayanganj	1	4	1	1	9.0	13.8	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Chittagong	Chittagong	1	5	1	1	8.7	36.3	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Tipperah	Tipperah	10	15	1	1	21.9	19.1	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Patna	Patna City	20	10	1	1	25.1	32.3	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Gya	Gya	20	10	1	1	115.8	17.4	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Shahabad	Shahabad	1	1	1	1	...	...	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Meerut	Meerut	14	4	1	1	24.2	16.7	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Darbhanga	Darbhanga	23	4	1	1	24.7	11.8	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Saran	Saran	10	2	1	1	12.6	8.7	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Chupra	Chupra	14	5	1	1	14.3	15.1	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Bhagalpur	Bhagalpur	12	3	1	1	16.0	8.3	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Monohyr	Monohyr	6	7	1	1	45.3	61.3	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Purneah	Purneah	8	7	1	1	17.0	...	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Pat	Pat	8	392	161	...	22.3	31.2	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
TOTAL	TOTAL	8	392	161	...	22.3	31.2	...	...	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,

The 29th March 1886.

R. LIDDERDALE, M.D., Deputy Surgeon-General,
Sanitary Commissioner for Bengal.

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

Statements showing the total amount of Traffic and Tolls on the Canals classed as
Productive Public Works for the month of January 1886.

ORISSA CIRCLE.

Taldundah Canal.

LENGTH OF CANAL OPEN—27½ MILES.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Ton- nage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.				

LOCAL TRAFFIC.

(1)—PRIVATE.

	ARTICLES OF FOOD.	Mds.	Rs.					Rs. A. P.	A. P.
4	Rice	1,760	5,280	3,740	135	465	18 10 0	.....	.....
2	Jaggery	505	2,525	682	24	600	6 8 0	.....	.....
1	Fish, dry	94	3.6	173	6	94	1 12 0	.....	.....
	BUILDING MATERIALS.								
1	Sand cut stone	514	70	865	31	837	8 8 0	.....	.....
1	Shooting lime	800	80	690	24	600	6 8 0	.....	.....
1	Unwrought timber and piles	322	100	525	19	513	5 4 0	.....	.....
	Do. (10 in number)	.....	35	.....	.....	.....	2 7 10	.....	.....
3	Bamboos	802	130	1,270	45	315	6 4 0	.....	.....
	Do. (0,000 in number)	.....	132	.....	.....	.....	5 13 0	.....	.....
	FUEL.								
2	Charcoal	353	80	792	28	667	7 12 0	.....	.....
	MISCELLANEOUS.								
16	Passenger boats	.....	.....	11,066	395	1,285	54 4 0	.....	.....
35	Empty do.	.....	.....	12,668	433	3,024	35 0 9	.....	.....
66	Total	4,775	8,818	32,484	1,160	1,285	8,716	156 11 7	0 3 4
74	Total of same month last year	7,804	4,115	20,900	1,004	.....	9,312	163 15 6	0 3 4

(3)—STORES AND MATERIALS FOR IRRIGATION WORKS.

		Mds.	Rs.					Rs. A. P.	A. P.
...	NH	.....	.....	.....	.....	.....	.....	.....	.....
...	Total	.....	.....	.....	.....	.....	.....	.....	.....
140	Total of same month last year	8,094	1,900	70,517	2,518	.....	31,335	404 8 0	0 17

ABSTRACT.

		Mds.	Rs.					Rs. A. P.	
66	Private, including miscellaneous	4,775	8,818	32,484	1,160	1,285	8,716	156 11 7	.....
...	Government stores, including ditto	.....	.....	.....	.....	.....	.....	.....	.....
66	Grand Total	4,775	8,818	32,484	1,160	1,285	8,716	156 11 7	.....
144	Grand Total of same month last year	8,094	6,076	1,00,317	3,883	.....	60,567	625 7 6	.....

MEMO.

	Rs. A. P.
Balance on the 1st of the month	40 2 4
Amount of tollage for the month	156 11 7
Total	202 13 11
Amount credited in the accounts for the month	147 10 11
Balance at the end of the month	55 3 0

Kendrapara Canal and its Branch to Gundakia on the Gobri River.

LENGTH OF CANAL OPEN—75 MILES.

LOCAL TRAFFIC

(1)-PRIVATE

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers	Ton mileage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Maulds.	Tons.				
ARTICLES OF FOOD.									
		Mds.	Ra.					Rs. A. P.	
100	Paddy	7,500	10,500	12,500	440	.....	10,874	138 13 6	.....
100	Rice	45,500	1,36,500	84,000	3,022	.....	153,403	1,636 7 8	.....
10	Gram	700	2,800	2,035	73	.....	2,740	27 1 8	.....
22	Jaggery	4,000	15,500	6,160	221	.....	5,507	68 5 0	.....
18	Salt	2,500	7,500	4,400	157	.....	6,488	53 15 0	.....
3	Turmeric	200	1,000	488	17	.....	216	6 5 6	.....
20	Dry fish	700	3,500	2,630	90	.....	4,140	51 13 6	.....
STIMULANT.									
2	Tobacco	100	1,000	200	10	.....	404	3 15 0	.....
STAPLES OF MANUFACTURE.									
1	Cotton twist and yarn (European)	50	1,000	165	6	.....	48	1 14 0	.....
0	Jute	2,700	15,000	7,133	250	.....	3,025	92 7 0	.....
2	Ropes	250	2,500	630	24	.....	650	12 13 0	.....
3	Til seed	500	2,000	884	32	.....	1,064	17 7 6	.....
BUILDING MATERIALS.									
3	Tiles	100	90	162	7	.....	152	2 7 0	.....
3	Stone	500	20	186	34	.....	350	10 13 0	.....
40	Unwrought timber and piles (2,000 in number) ..	4,000	5,500	7,531	260	.....	10,045	400 4 2	.....
1	Beams and burchis, sleepers ..	1,000	2,000	1,430	71	.....	3,831	42 12 6	.....
1	Bulbuls	40	16	61	3	.....	76	1 8 0	.....
1	Bamboos (40,700 in number) ..	20	500	64	2	.....	28	30 8 2	.....
FUEL.									
3	Coal and coke	500	500	1,412	50	.....	1,740	10 6 0	.....
10	Firewood	2,000	200	3,970	142	.....	5,367	65 11 0	.....
COOKING UTENSILS AND OTHER DOMESTIC IMPLEMENTS.									
6	Earthenware and earthen pots...	220	50	600	22	.....	202	6 8 2	.....
MISCELLANEOUS.									
100	Passenger boats .....	.....	.....	63,681	2,467	3,434	122,029	1,537 3 1	.....
389	Empty do. ....	.....	.....	50,000	2,002	.....	55,067	474 11 0	.....
18	Straw	500	120	1,204	40	.....	276	6 3 0	.....
5	Oilcake	500	500	821	30	.....	1,118	13 0 6	.....
2	Kerosine oil	200	1,350	588	21	.....	791	11 11 0	.....
46	Miscellaneous goods, &c.	21,500	1,67,000	41,100	1,408	.....	70,130	6 1 0	.....
2	Gunny	600	3,000	1,015	37	.....	1,850	20 15 6	.....
400	Total	91,440	3,17,970	3,10,751	11,626	3,434	495,704	5,037 6 8	0 2 2
400	Total of same month last year..	90,130	3,81,330	2,76,027	9,043	3,000	413,034	4,906 5 4	0 2 0

(2)—STORES AND MATERIALS FOR IRRIGATION WORKS

BUILDING MATERIAL.		Meas.	Rs.	P.	As.	Rs.	A. P.	A. P.
1	Lime	200	50	500	10	50	7 0 0	
MISCELLANEOUS.								
5	Empty baskets			600	20	50	5 10 4	
1	Coconut seedlings			200	10	100	1 0 0	
7	Total	200	50	1,200	45	1,200	14 0 4	0 1 5
41	Total of same month last year...	2,000	400	15,000	500	15,000	165 7 2	0 2 5

ABSTRACT

		Mo.						R. A. P.	
269	Private, including miscellaneous	19,440	3,17,000	3,19,751	11,620	3,434	492,704	5,437 6 8	.....
7	Government stores, including	200	50	1,290	65	.....	1,000	14 0 4	.....
	in warehouses.								
456	Grand Total ..	20,640	3,17,050	3,21,041	11,685	3,434	493,704	5,451 7 0	.....
976	Grand Total of same month last year.	16,430	2,81,300	2,83,795	10,200	3,900	400,070	4,429 12 0	.....

MEMO.

MEMO.										No. A. P.	
Balance on the 1st of the month									5,225	1	3
Amount of tollage for the month									5,221	7	0
Amount credited in the accounts for the month...											
Balance at the end of the month									5,225	13	0

High Level Canal, Range I.

LENGTH OF CANAL OPEN—84 MILES.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS		Number of passengers.	Ton-miles.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Maunder.	Tons.				

LOCAL TRAFFIC.

(1)—PRIVATE.

ARTICLES OF FOOD.		Mds.	Rs.					Rs. A. P.	A. P.
20	Paddy	2,500	3,500	4,805	172	5,448	57 4 0		
207	Rice	25,000	75,000	45,142	1,613	50,510	311 14 6		
1	Turneric	50	250	174	6	128	2 3 0		
1	Gram	50	500	115	4	132	1 4 0		
8	Jackery	500	2,500	1,683	37	703	4 11 0		
87	Salt	3,500	10,500	7,000	250	6,500	72 0 0		
6	Cocoanuts	200	300	555	20	600	6 9 0		
12	Fish (dry)	500	2,000	1,320	47	1,175	11 3 0		
STIMULANT.									
1	Tobacco	50	500	144	5	165	1 9 0		
BUILDING MATERIALS.									
18	Unwrought timber and piles (2,523 in number)	400	5,600	647	23	680	3 7 8 9		
1	Bamboos	50	10	107	4	132	1 4 0		
FUEL.									
16	Firewood	2,000	200	4,761	170	3,792	38 5 0		
COOKING UTENSILS AND OTHER DOMESTIC IMPLEMENTS.									
1	Earthenware and earthen pots	50	10	130	5	165	1 9 0		
MISCELLANEOUS.									
1	Passenger boat			144	5	165	1 12 0		
201	Empty boats			27,033	96	23,324	108 8 0		
35	Straw	3,000	750	8,445	302	2,416	21 0 0		
2	Chalk	200	200	382	13	470	4 11 0		
1	Lac	20	100	108	4	132	1 4 0		
15	Miscellaneous	1,500	2,500	2,680	96	3,074	32 0 0		
680	Total	30,570	1,08,020	1,04,772	3,742	100,657	1,066 13 9		0 2 0
535	Total of same month last year	24,550	95,600	64,985	2,321	69,574	1,274 1 0		0 3 5

(2)—STORES AND MATERIALS FOR IRRIGATION WORKS.

MISCELLANEOUS.		Mds.	Rs.					Rs. A. P.	A. P.
1	Empty boat			1,352	48	1,284	8 2 0		
1	Arrack nut seedlings			275	10	230	7 2 0		
2	Total			1,625	58	1,514	11 4 0		0 1 1
3	Total of same month last year	900	20	2,664	95	3,165	23 9 0		0 1 4

ABSTRACT.

	Mds.	Rs.					Rs. A. P.	
680	Private, including miscellaneous	30,570	1,08,020	1,04,772	3,742	5	100,657	1,066 13 9
2	Government stores, including ditto			1,625	58		1,914	11 4 0
671	Grand Total	30,570	1,08,020	1,06,397	3,800	5	102,471	1,078 1 9
425	Grand Total of same month last year	24,550	95,600	67,649	2,412	15	78,030	1,297 10 6

Memo.		Rs. A. P.
Balance on the 1st of the month		85 12 0
Amount of tollage for the month		1,678 1 9
Total		1,771 14 3
Amount credited in the accounts for the month		1,688 12 0
Balance at the end of the month		433 2 3

High Level Canal, Range II.

LENGTH OF CANAL OPEN—12½ MILES.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Ton-mileage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.				

LOCAL TRAFFIC.

(1)—PRIVATE.

	ARTICLES OF FOOD.	Mds.	Rs.					Rs. A. P.	A. P.
10	Paddy	2,605	2,083	5,011	170	2,208	51 4 0		
101	Rice	5,103	10,206	10,206	579	7,481	101 4 0		
1	Bice	78	312	157	7	60	0 15 0		
3	Fruits and vegetables			344	12	1,401	2 2 0		
5	Jaggery	622	6,320	1,344	44	508	7 11 0		
8	Salt	1,712	8,560	3,424	122	930	21 5 0		
2	Saffron	311	1,555	622	21	276	3 14 0		
1	Tamarind	143	246	286	10	70	1 12 0		
	STIMULANT.								
1	Tobacco	100	1,000	200	7	84	1 4 0		
	STAPLES OF MANUFACTURE.								
1	Cotton	118	1,130	226	8	90	1 0 0		
1	Do. twist and yarn (European)	65	650	130	4	28	0 13 0		
	BUILDING MATERIALS.								
40	Unwrought timber and piles			2,570	92	304	121 10 0		
7	Bamboos			3,000	107	107	1 11 0		
	MISCELLANEOUS.								
115	Empty boats			9,150	327	3,818	28 3 0		
3	Lac	234	2,340	468	17	181	2 14 0		
47	Doughs						10 14 0		
335	Total	13,986	41,241	43,049	1,530	457	539 2 0	0 3 0	
330	Total of same month last year	16,600	80,020	40,080	1,463		17,154	363 14 0	0 4 1

(2)—STORES AND MATERIALS FOR IRRIGATION WORKS.

	BUILDING MATERIAL.	Mds.	Rs.					Rs. A. P.	A. P.
1	Brick			218	7	91	1 5 0		
	FUEL.								
3	Charcoal			816	22	244	3 12 0		
30	Firewood	7,100	700	4,201	508	5,044	87 10 0		
	MISCELLANEOUS.								
40	Empty boats			7,815	279	3,329	24 9 0		
24	Doughs						6 12 0		
112	Total	7,100	700	12,842	816	9,208	123 10 3	0 2 5	
181	Total of same month last year	11,100	1,570	32,930	1,175	12,118	174 15 0	0 2 5	

ABSTRACT.

	Mds.	Rs.					Rs. A. P.	
335	Private, including miscellaneous	13,986	41,241	43,049	1,530	457	17,006	339 3 0
112	Government stores, including ditto	7,100	700	12,842	816		9,208	123 10 3
457	Grand Total	21,086	41,946	55,891	2,346	457	26,214	462 13 3
451	Grand Total of same month last year	20,600	82,020	73,910	2,638		29,273	338 11 0

Memo.

Balance on the 1st of the month ...

Amount of tollage for the month ...

Amount credited in the accounts for the month ...

Balance at the end of the month ...

Rs. A. P.

85 4 9

403 13 9

Total

549 1 6

207 3 0

150 15 8

High Level Canal, Range III.

LENGTH OF CANAL OPEN—20 MILES.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Ton-milage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Mds.	Tons.				

LOCAL TRAFFIC.

(1)—PRIVATE.

ARTICLES OF FOOD.		Mds.	Rs.					Rs. A. P.	A. P.
1	Rice	3,712	7,442	7,442	220		3,745	46 5 0	
1	Bam	88	170	170	5		100	0 13 0	
6	Jaggery	580	5,800	1,161	42		756	7 4 0	
1	Khusary	194	770	388	14		252	2 7 0	
1	Saffron	115	1,150	230	8		114	1 7 0	
MISCELLANEOUS.									
56	Empty boats			2,344	84	317	1,167	10 11 4	
114	Total	4,078	15,338	11,702	419	317	6,154	68 15 9	0 3 5
175	Total of same month last year.	5, 0	10,220	10,898	711		5,974	109 14 3	0 3 5

(2)—STORES AND MATERIALS FOR IRRIGATION WORKS.

BUILDING MATERIALS.								Rs. A. P.	A. P.
10	Brick			4,286	163		1,530	26 13 0	
20	Timber							1 4 0	
MISCELLANEOUS.									
9	Empty boats			1,784	64		640	5 4 0	
2	Empty dongs							0 6 0	
41	Total			6,070	217		2,170	33 15 9	0 2 9
	Total of same month last year.								

ABSTRACT.

		Mds.	Rs.					Rs. A. P.	
114	Private, including miscellaneous	4,078	15,338	11,702	419	317	6,154	68 15 9	
41	Government stores, including ditto			6,070	217		2,170	33 15 9	
155	Grand Total	4,078	15,338	17,772	636	317	8,324	102 15 6	
175	Grand Total of same month last year.	5,500	10,220	10,898	711		5,974	109 14 3	

MEMO.

						Rs. A. P.
Balance on the 1st of the month						120 12 9
Amount of tollage for the month						103 15 6
					Total	33 12 3
Amount credited in the accounts for the month.						37 15 0
Balance at the end of the month						144 13 3

SOUTH-WESTERN CIRCLE.

Midnapore Canal.

LENGTH OF CANAL OPEN—53 MILES.

ARTICLES OF FOOD.		Mds.	Rs.					Rs. A. P.	
1,031	Paddy	1,78,940	1,00,087	3,11,467				5,314 11 6	
209	Rice	75,425	1,00,143	1,64,635				2,130 1 0	
2	Wheat	30	120	180				1 2 0	
34	Gram	8,190	10,380	13,380				184 8 8	
34	Pulses and other crops	8,163	0,005	8,355				61 15 0	
110	Fruits and vegetables	7,410	10,428	20,485				246 12 9	
28	Sugar, unrefined	1,680	6,380	6,170				33 14 3	
84	Salt	28,380	71,448	85,095				672 10 9	
19	Hotel leaves	402	2,310	3,455				15 13 6	
10	Card	750	1,355	1,765				28 2 3	
2	Fish	26	130	145				3 8 6	

Midnapore Canal—continued.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS		Number of passengers.	Ton-mileage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Mauds.	Tons.				

LOCAL TRAFFIC.

(1)—PRIVATE.

	STIMULANT.	Mds.	Rs.					Rs. A. P.	A. P.
18	Tobacco	1,488	7,224	4,990	.....	.....	.....	02 8 0	.....
	CLOTHING.								
6	Cotton piece-goods (Indian)	70	7,000	750	.....	.....	.....	5 13 0	.....
2	Do. (European)	215	18,600	725	.....	.....	.....	4 13 0	.....
	STAPLES OF MANUFACTURE.								
24	Brass	6,995	2,35,050	16,225	.....	.....	.....	141 15 0	.....
1	Iron	300	1,800	725	.....	.....	.....	6 12 0	.....
10	Cotton twist and yarn (European)	1,175	40,950	3,580	.....	.....	.....	36 5 0	.....
3	Jute	175	400	125	.....	.....	.....	3 13 0	.....
13	Hides (9,700 in number)	1,895	31,670	4,825	.....	.....	.....	63 0 3	.....
1	Bones	100	50	275	.....	.....	.....	1 0 0	.....
16	Indigo	587	1,50,000	1,780	.....	.....	.....	51 14 0	.....
1	Do. seed	2,123	13,350	4,475	.....	.....	.....	102 12 0	.....
3	Mustard do.	1,478	5,437	8,925	.....	.....	.....	14 3 0	.....
3	Oil do.	1,100	3,300	2,400	.....	.....	.....	34 8 0	.....
	BUILDING MATERIALS.								
13	Tiles	.....	72	500	.....	.....	.....	1 14 0	.....
1	Glueing lime	600	450	1,100	.....	.....	.....	4 2 0	.....
1	Sand	200	10	425	.....	.....	.....	1 0 0	.....
72	Unwrought timber and piles (4,851 in number)	9,392	16,007	6,785	.....	.....	.....	169 11 0	.....
3	Planks	12	220	410	.....	.....	.....	3 10 0	.....
9	Bamboos (3,671 in number)	.....	230	.....	.....	.....	.....	9 3 0	.....
	LIVE-STOCK.								
1	Poultry (100 in number)	.....	100	50	.....	.....	.....	1 8 0	.....
	FUEL.								
7	Coal and coke	2,625	685	4,925	.....	.....	.....	34 3 0	.....
3	Charcoal	1,100	2,000	2,825	.....	.....	.....	42 14 0	.....
5	Firewood	30	25	280	.....	.....	.....	1 4 0	.....
	COOKING UTENSILS AND OTHER DOMESTIC IMPLEMENTS.								
24	Earthenware and earthen pots	1,120	415	4,085	.....	.....	.....	20 5 0	.....
1	Stone plates	50	200	125	.....	.....	.....	2 10 0	.....
	MISCELLANEOUS.								
717	Passenger boats	.....	.....	50,180	.....	5,070	.....	335 12 0	.....
1,364	Empty do.	.....	.....	1,00,000	.....	.....	.....	1,730 13 0	.....
14	Straw	1,000	100	2,400	.....	.....	.....	42 7 3	.....
14	Oil-cake	1,000	1,000	2,400	.....	.....	.....	20 15 0	.....
2	Furniture	110	200	585	.....	.....	.....	17 5 0	.....
2	Mats	.....	.....	1,000	.....	.....	.....	6 4 0	.....
40	Miscellaneous	1,213	16,028	15,620	.....	.....	.....	200 15 0	.....
4	Gunny (450 in number)	250	1,500	825	.....	.....	.....	3 1 0	.....
...	Under charges, &c.	.....	.....	6,125	.....	.....	.....	77 15 0	.....
3,989	Total	3,41,416	10,50,308	8,28,052	29,003	5,070	768,808	11,937 13 0	0 0 3
3,943	Total of same month last year	3,87,281	10,50,300	9,71,016	34,679	.....	805,308	13,123 1 0	0 0 3

(2)—STORES AND MATERIALS FOR IRRIGATION WORKS.

No.									
...	Total	.....	.....	.....	.....	.....	.....	.....	.....
...	Total of same month last year	.....	.....	.....	.....	.....	.....	.....	.....

ABSTRACT.

	Mds.	Rs.					Rs. A. P.	
Private, including miscellaneous	3,41,416	10,50,308	8,28,052	29,003	5,070	768,808	11,937 13 0	.....
Less tollage on steamers and boats included in the statement for November and December 1885, as the agreement with Messrs. Harter & Co. for fixed tolls, which terminated on 1st January 1886, has been extended from that date to 1st October 1886.	.....	.....	.....	.....	.....	.....	0,070 8 0	.....
Balance	3,41,416	10,50,308	8,28,052	29,003	5,070	768,808	5,858 5 0	.....
Grand Total of same month last year	3,87,281	10,50,300	9,71,016	34,679	.....	805,308	13,123 1 0	.....

Memo.

Balance on the 1st of the month	.....	.....	.....	.....	.....	.....	4,074 8 0
Amount of tollage for the month	.....	.....	.....	.....	.....	.....	5,230 0 0
Amount paid into the Treasury during the month	.....	.....	.....	.....	.....	.....	10,503 7 8
Amount paid in excess	.....	.....	.....	.....	.....	.....	11,937 5 9
							1,686 16 1

Hidgellee Tidal Canal.
LENGTH OF CANAL OPEN—29 MILES.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Ton-miles.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Mauuds.	Tons.				

LOCAL TRAFFIC.

(1)—PRIVATE.

ARTICLES OF FOOD.		Mds.	Rs.					Rs. A. P.	A. P.
444	Paddy	50,005	85,302	1,01,555				1,403 5 0	
226	Rice	25,085	58,550	59,075				420 1 3	
38	Fruits and vegetables	1,512	2,083	3,825				33 9 0	
29	Jaggery	2,305	4,800	5,150				30 5 0	
23	Salt	5,700	16,712	12,475				90 3 6	
19	Oil	1,005	11,270	4,015				43 4 3	
2	Fish	150	575	3-5				5 14 3	
STIMULANT.									
	Tobacco	3,728	17,749	8,000				97 9 0	
CLOTHING.									
4	Cotton piece-goods (European)	175	4,375	680				8 8 0	
STAPLES OF MANUFACTURE.									
1	Iron	125	200	325				2 3 0	
13	Jute	1,500	4,200	3,000				20 12 9	
1	Hides	200	1,000	500				0 1 0	
1	Mustard seed	3	12	30				0 5 3	
BUILDING MATERIALS.									
3	Shooting lime	300	30	700				4 13 0	
3	Shooting	3-0	45	800				1- 2 0	
3	Sand	850	20	625				5 10 9	
2	Unwrought timber and piles	1,400	2,800	140				19 8 6	
3	Bamboos	1,201	438	450				8 7 0	
FUEL.									
7	Coal and coke	1,403	510	3,250				26 10 6	
8	Firewood	530	143	1,200				5 14 9	
COOKING UTENSILS AND OTHER DOMESTIC IMPLEMENTS.									
6	Earthenware and earthen pots	520	315	1,300				9 13 9	
MISCELLANEOUS.									
78	Passenger boats			9,303		313		135 11 0	
573	Empty boats			44,005				401 2 6	
27	Straw	5,000	1,451	11,515				47 3 0	
1	Furniture	100	1,000	275				1 14 8	
2	Made	210	575	500				3 7 0	
32	Miscellaneous	1,365	13,350	5,485				27 10 5	
1,576	Total	1,05,084	1,98,104	2,74,443	9,401	313	174,865	3,078 14 9	0 33
1,603	Total of same month last year	1,09,320	2,12,003	3,13,203	11,188		146,100	2,573 5 6	0 33

21—STORES AND MATERIALS FOR IRRIGATION WORKS

	Mds.	Rs.				Rs. A. P.
Nil						
Total						
5 Total of same month last year	500	1,328	1,380	49	1,420	24 14 0 0 33

ABSTRACT

	Mds.	Rs.				Rs. A. P.
1,576 Private, including miscellaneous.	1,05,084	1,98,104	2,74,443	9,401	313	174,865 3,078 14 9
Government stores, including miscellaneous.						
1,576 Grand Total	1,05,084	1,98,104	2,74,443	9,401	313	174,865 3,078 14 9
1,603 Grand Total of same month last year.	1,09,320	2,12,003	3,14,043	11,237		147,320 2,596 3 6

MEMO.

	Rs. A. P.
Balance on the 1st of the month	1,008 4 9
Amount of tollage for the month	3,078 14 9
Amount credited in the accounts for the month	4,147 3 6
Balance at the end of the month	3,436 3 5
	711 0 8

SONE CIRCLE.

Eastern Main and Patna Canals.

LENGTH OF CANAL OPEN—86½ MILES.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Ton-mileage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Maunder.	Tons.				

LOCAL TRAFFIC.

(1)—PRIVATE.

		Mds.	Rs.					Rs. A. P.	A. P.
ARTICLES OF FOOD.									
1	Pulses and other crops ..	260	1,350	643	17	.....	878	6 14 3	.....
2	Fruits and vegetables ..	1,500	1,815	2,857	45	.....	5,224	55 3 9	.....
3	Salt ..	4,301	1,845	7,305	261	.....	10,659	166 12 9	.....
4	Spices ..	165	1,000	491	18	.....	920	8 14 9	.....
STIMULANTS.									
5	Opium seeds ..	40	75	115	4	.....	164	1 8 4	.....
6	Tobacco ..	571	2,670	1,193	41	.....	3,115	30 15 0	.....
STAPLES OF MANUFACTURE.									
7	Bone ..	250	50	354	12	.....	1,030	10 15 0	.....
8	Hides ..	1,075	14,600	2,477	87	.....	5,040	51 4 9	.....
9	Horns ..	250	1,750	807	18	.....	734	7 4 6	.....
10	Lanseed ..	1,600	4,800	2,362	84	.....	7,014	71 1 6	.....
BUILDING MATERIALS.									
11	Stone lime ..	5,375	1,645	7,433	205	.....	21,796	228 15 3	.....
12	Sand ..	.....	.....	.....	32	.....	161	1 4 0	.....
13	Kunkur ..	300	27	357	13	.....	204	1 1 6	.....
14	Boon and burrahs ..	.....	.....	351	9	.....	702	16 2 6	.....
15	Bullocks (9,860 in number)	.....	150	698	25	.....	127	154 6 9	.....
16	Bamboo (1,000 in number)	.....	.....	.....	.....	.....	.....	.....	.....
17	High bamboo, 2-5, 4-9 } rafted 25	.....	.....	.....	.....	.....	.....	.....	.....
18	Firewood, 13,931	.....	.....	.....	.....	.....	.....	.....	.....
FUEL.									
19	Charcoal ..	125	100	204	11	.....	220	2 3 9	.....
COOKING UTENSILS AND OTHER DOMESTIC IMPLEMENTS.									
20	Mill stones ..	4,950	1,505	7,452	265	.....	20,800	107 6 3	.....
MISCELLANEOUS.									
21	Passenger boats ..	.....	.....	537	24	49	401	7 12 3	.....
22	Empty do. ..	.....	.....	4,279	194	.....	9,177	42 1 9	.....
23	Straw ..	205	379	1,712	65	.....	1,350	15 12 0	.....
24	Oryza ..	.....	.....	323	11	.....	67	0 9 0	.....
25	Khas ..	125	200	293	10	.....	280	5 15 0	.....
26	Blankets ..	75	1,200	210	7	.....	400	4 5 0	.....
27	Miscellaneous ..	900	5,750	1,701	60	.....	4,553	40 1 9	.....
28	Tollage on Government steamer hired out to Mr. Hodges ..	.....	.....	.....	.....	.....	.....	150 0 0	.....
29	Total ..	22,637	41,061	44,533	1,630	49	102,167	1,194 13 0	0 7 3
30	Total of same month last year ..	26,406	78,631	51,787	1,830	.....	99,790	1,472 10 9	0 2 8

(2)—STORES AND MATERIALS FOR IRRIGATION WORKS.

							Rs. A. P.	A. P.
31	Total							
32	Total of same month last year		104	7		140	0 11 3	0 0 0

ABSTRACT

		Mds.	Rs.					Rs. A. P.	
33	Private, including miscellane- ous ..	22,637	41,061	44,533	1,630	49	102,167	1,194 13 0	.....
34	Government stores, including ditto ..	.....	.....	.....	.....	.....	.....	.....	.....
35	Grand Total ..	22,637	41,061	44,533	1,630	49	102,167	1,194 13 0	.....
36	Deduct error ..	.....	.....	.....	.....	.....	.....	0 12 6	.....
37	Grand Total of same month last year ..	26,406	78,631	51,787	1,830	.....	99,790	1,472 10 9	0 2 8

MEMO.

		Rs. A. P.
Balance on the 1st of the month ..	.....	220 8 6
Amount of tollage for the month ..	.....	1,194 0 0
Amount credited in the accounts for the month ..	.....	1,414 4 0
Balance at the end of the month ..	.....	1,279 0 2
		155 3 9

Arrah Canal.

LENGTH OF CANAL OPEN—65 MILES.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Ton-milage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.				

LOCAL TRAFFIC.

(1)—PRIVATE.

	ARTICLES OF FOOD.	Mds.	Rs.					Rs. A. P.	
9	Jaggery	538	1,017	980	35	.....	1,170	12 3 6	.....
15	Salt	2,213	6,639	3,713	132	.....	3,977	63 0 9	.....
	STIMULANT.								
2	Tobacco	151	1,208	331	12	.....	348	2 10 3	.....
	STAPLES OF MANUFACTURE.								
1	Linseed	56	168	106	3	.....	174	2 3 0	.....
1	Mustard seed	94	282	144	5	.....	340	0 12 6	.....
14	Til seed	2,892	8,676	3,292	117	.....	6,586	67 11 3	.....
	BUILDING MATERIALS.								
7	Building stores	1,152	216	1,652	66	.....	4,634	18 5 0	.....
2	Stone lime	460	112	630	21	.....	1,314	13 10 9	.....
	Bullahs (10,442 in number)	10	85	20	1	.....	16	0 2 6	.....
	Bamboos (159,925 in number)								
	Firewood (10,530 in number)								
	FUEL.								
5	Coal and coke	1,491	746	1,991	71	.....	1,896	7 11 4	.....
3	Firewood	78	26	176	6	.....	105	1 4 9	.....
	MISCELLANEOUS.								
1	Passenger boats ... ..	.....	.....	63	2	3	94	0 15 0	.....
75	Empty do. ... ..	.....	.....	6,993	249	.....	7,250	27 5 0	.....
17	Straw	1,856	229	3,596	136	.....	3,444	35 7 6	.....
1	Furniture	35	445	135	4	.....	174	1 11 6	.....
	Received from Mr. Hodges through Indus Workshops ... ..	.....	.....	.....	.....	.....	.....	264 0 0	.....
	Received from River Division toll on three cargo boats ... ..	.....	.....	.....	.....	.....	.....	384 0 0	.....
153	Total	10,727	20,447	23,743	840	3	30,220	1,050 12 0	0 6 6
135	Total of same month last year	15,346	27,709	26,340	936	.....	36,077	468 8 3	0 1 4

(2)—STORES AND MATERIALS FOR IRRIGATION WORKS.

	BUILDING MATERIALS.	Mds.	Rs.					Rs. A. P.	A. P.
2	Building stones	445	63	645	23	.....	1,336	6 13 3	.....
	MISCELLANEOUS.								
1	Empty boat ... ..	.....	.....	256	9	.....	540	2 7 6	.....
3	Total	445	63	901	32	.....	1,914	9 4 9	0
3	Total of same month last year	645	322	883	31	.....	1,167	6 0 3	0

ABSTRACT.

		Mds.	Rs.					Rs. A. P.	
153	Private, including miscellaneous	10,727	20,447	23,743	840	3	30,220	1,050 12 0	.....
3	Government stores, including ditto	445	63	901	32	.....	1,914	9 4 9	.....
156	Grand Total	11,172	20,510	24,644	872	3	32,134	1,060 0 9	.....
139	Grand Total of same month last year	15,961	28,030	27,274	967	.....	38,124	474 8 6	.....

MEMO.

		Rs. A. P.
Balance on the 1st of the month ... ..	.....	4 10 6
Amount of tollage for the month ... ..	.....	1,049 0 9
Amount credited in the accounts for the month ... ..	.....	1,064 11 4
Balance at the end of the month ... ..	.....	1,015 4 6
	Total	51 6 9

Buzar Canal.

LENGTH OF CANAL OPEN—45 MILES.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Ton-mileage.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.				

LOCAL TRAFFIC.

(1)—PRIVATE.

ARTICLES OF FOOD.		Mds.	Rs.				Rs. A. P.	A. P.
3	Fruits and vegetables (potatoes)	300	300	550	19	316	4 3 0	.....
15	Jaggery	3,359	7,577	4,294	153	4,920	63 9 3	.....
BUILDING MATERIALS.								
1	Lime	168	23	210	7	378	3 15 0	.....
3	Sand	900	200	1,200	43	368	7 0 0	.....
...	Bullocks (200 in number)	.....	.....	.....	.....	.....	246 13 6	.....
...	Bamboos, 615,000; poles, 3,471; eh wihors, 116; firewood 443 in number	.....	.....	.....	.....	.....	.....	.....
FUEL.								
2	Firewood	275	69	343	12	64	4 2 6	.....
COOKING UTENSILS AND OTHER DOMESTIC IMPLEMENTS.								
1	Mill stone	150	50	195	7	578	1 15 0	.....
MISCELLANEOUS.								
4	Passenger boats	.....	.....	384	13	603	7 5 6	.....
14	Empty do.	.....	.....	2,307	104	2,445	15 10 0	.....
12	Extra	91	35	125	4	50	1 6 0	.....
1	Fuller's earth	200	400	500	19	1,300	15 1 0	.....
1	Furniture	.....	.....	108	4	216	0 13 0	.....
1	Jualaa	.....	.....	102	7	375	1 6 9	.....
...	Tollage of steamer received from Mr. Hodges from 20th January to 19th February 1886	.....	.....	.....	.....	.....	150 0 0	.....
79	Total	5,449	8,063	11,048	392	11,876	521 6 3	0 8 0
116	Total of same month last year...	6,862	10,909	17,738	633	16,214	404 11 9	0 4 3

(2)—STORES AND MATERIALS FOR IRRIGATION WORKS.

MISCELLANEOUS.							Rs. A. P.	A. P.
1	Empty boat	.....	.....	125	4	232	1 6 0	.....
1	Total	.....	.....	125	4	232	1 6 0	0 1 1
...	Total of same month last year	.....	.....	.....	.....	.....	.....	.....

ABSTRACT.

		Mds.	Rs.				Rs. A. P.	
79	Private, including miscellaneous	5,449	8,063	11,048	392	11,876	521 6 3	.....
1	Government stores, including ditto	.....	.....	125	4	232	1 6 0	.....
80	Grand Total	5,449	8,063	11,173	396	12,108	523 12 3	.....
116	Grand Total of same month last year	6,862	10,909	17,738	633	16,214	404 11 9	.....

MEMO.

						Rs. A. P.
Balance on the 1st of the month	.....	.....	.....	.....	.....	0 7 0
Amount of tollage for the month	.....	.....	.....	.....	.....	421 13 3
Total	.....	.....	.....	.....	.....	423 3 3
Amount credited in the accounts for the month	.....	.....	.....	.....	.....	423 0 6
Balance at the end of the month	.....	.....	.....	.....	.....	40 2 9

ABSTRACT FOR THE MONTH OF JANUARY 1886.

CANAL.	TRAFFIC, 1885-86.		TRAFFIC, 1884-85.		REMARKS.
	During the month.	To end of the month.	During the corresponding month.	To end of the corresponding month.	
ORISSA CIRCLE.					
Taldanda	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Kendrapara	150 11 7	1,217 5 10	628 7 6	2,401 5 9	
High Level, Range I	5,651 7 0	37,304 2 3	4,679 12 6	29,708 1 0	
Ditto, ditto II	1,074 1 9	6,163 2 11	1,297 10 6	5,227 12 9	
Ditto, ditto III	462 12 9	2,843 0 1	584 11 6	2,126 6 4	
Ditto, ditto IIII	102 15 6	697 5 9	109 14 3	790 4 3	
Total Orissa Circle	7,432 0 7	48,000 3 10	7,004 8 5	40,314 2 5	
SOUTH-WESTERN CIRCLE.					
Midnapore	3,858 5 0	1,07,715 13 3	13,123 1 0	1,02,113 11 6	
Hidralee Tidal	3,078 14 9	43,195 4 0	2,598 3 6	37,328 3 3	
Total South-Western Circle	6,937 3 9	1,50,911 1 3	15,721 4 6	1,39,441 14 9	
BOMBAY CIRCLE.					
Eastern Main and Patna	1,194 0 6	16,816 6 10	1,473 6 0	18,956 11 8	
Western Main	141 4 9	1,842 10 3	108 3 9	990 4 9	
Arrah	1,000 0 9	12,245 6 10	474 8 6	6,489 10 0	
Buzar	522 12 3	3,329 8 6	404 11 9	2,174 4 6	
Total Bomb Circle	2,918 2 3	34,428 1 5	2,458 14 0	28,610 15 5	
GRAND TOTAL	19,307 6 7	2,33,428 6 6	23,184 10 0	2,08,807 0 7	

GOVERNMENT TRANSPORT SERVICE.

CANAL.	TRAFFIC, 1885-86.						TRAFFIC, 1884-85.					
	During the month.			To end of the month.			During the corresponding month.			To end of the corresponding month.		
	Passengers.	Goods.	Total receipts.	Passengers.	Goods.	Total receipts.	Passengers.	Goods.	Total receipts.	Passengers.	Goods.	Total receipts.
ORISSA CIRCLE.												
Taldanda and Kendrapara	No. Mds.	Rs. A. P.	No. Mds.	Rs. A. P.	No. Mds.	Rs. A. P.	No. Mds.	Rs. A. P.	No. Mds.	Rs. A. P.	No. Mds.	Rs. A. P.
High Level	1,043 3,764	1,842 4 3	11,179 34,292	15,990 3 4	1,187 4,619	1,600 12 6	7,418 15,339	6,592 15 19				
Total Orissa Circle	1,043 3,764	1,842 4 3	11,179 34,292	15,990 3 4	1,187 4,619	1,600 12 6	14,538 23,949	19,492 10 9				
SOUTH-WESTERN CIRCLE.												
Midnapore			81,200 38,604	3,421 11 3	16,557 1,327	750 0 0	1,432 19	8,001 7,500	0 0			
Total South-Western Circle			81,200 38,604	3,421 11 3	16,557 1,327	750 0 0	1,432 19	8,001 7,500	0 0			
BOMBAY CIRCLE.												
Eastern Main and Patna												
Western Main and Buzar												
Arrah	3,175 7,575	185 0 0	35,265 81,214	2,920 9 11	5,428 723	0 0	5,428 7,544	6,407 10 6				
Total Bombay Circle	3,175 7,575	185 0 0	35,265 81,214	2,920 9 11	5,428 723	0 0	5,428 7,544	6,407 10 6				
GRAND TOTAL	4,218 16,339	2,127 4 3	127,660 191,272	23,640 12 9	17,744 11,365	2,825 12 6	17,199 23,819	30,544 15 1				

TOTAL NAVIGATION RECEIPTS.

	TRAFFIC, 1885-86.		TRAFFIC, 1884-85.		REMARKS.
	During the month.	To end of the month.	During the corresponding month.	To end of the corresponding month.	
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.	
Orissa Canal	9,224 4 10	64,079 7 2	8,405 4 9	59,796 13 2	
Midnapore Canal	5,854 5 0	1,11,137 8 6	19,873 1 0	1,06,614 11 6	
Hidralee Tidal Canal	3,074 14 9	43,145 4 0	2,598 3 0	37,328 3 3	
Bombay Canal	3,903 2 3	28,006 12 7	2,633 14 0	41,273 3 9	
GRAND TOTAL	21,454 10 10	2,66,368 3 3	27,610 7 3	2,46,111 15 8	

A. D. McARTHUR, Major, R.E.,

Under-Secretary to the Govt. of Bengal.

CALCUTTA,
The 29th March 1886.

CIRCULAR AND EASTERN CANALS.

Approximate Return of the Traffic on the Circular and Eastern Canals for the week ending Saturday, the 27th of March 1886.

Number of boats.	Nature of cargo.	Weight of cargo.		Tollage.
		Mds.	Ra.	
411	Rice and paddy	1,10,645	2,090	
77	Jute	51,410	909	
196	Firewood	1 05,287	1,497	
1,005	Other articles	3,09,209	4,559	
1,689	Total	5,76,551	9,055	

Nalhati State Railway.

Statement showing Increases and Decreases in mawdage of Staples carried over the line during the month of February 1886, as compared with the corresponding period of February 1885.

STAPLES.	1885.		1886.		1885.	1886.	Increase.	Decrease.
	Up.	Down.	Up.	Down.	Total.	Total.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
XXX. 1 & 2. Silk cloth	1	34	...	23	35	21	...	12
XIV. 2. Edible grain	38	...	66	91	33	157	119	...
XXII. 1 & 3. Brass and bell-metal ware ...	11	3	10	5	14	15	1	...
XXXVIII. Sundries	104	31	133	67	140	200	60	...
XXIX. 1 & 2. Seeds of all sorts	60	...	66	...	40	66	26	...
XXXVIII. Revenue stores	23	1	14	33	21	47	26	...
VIII. 4. Piece-goods	44	...	32	...	41	32	...	12
VI. Coal	281	...	425	...	281	425	144	...
XXXIII. 1 & 2. Sugar and jagree	14	6	21	...	15	23	8	...
XXVII. Salt	12	...	3	...	12	3	...	9
XXX. 1 & 2. Tusser cocoons ... ..	...	...	20	...	...	20	20	...
VII. Cotton	12	...	11	...	12	11	...	1
Total	685	73	803	219	653	1,023	368	34

INCREASE.

Edible grain	Tons.
This increase is due to fair crop in this year.	119
Sundries	60
This increase is due to export of onions and hide to Calcutta.	...
Coal	144
This increase is due to merchants not laying in stock during the rainy season as they used to do before; also to extensive brick-burning for repairs of buildings damaged by earthquake.	...

NALHATI, the 25th March 1886.

R. G. MOOKERJEE, Manager.

**Statement of Fluctuation of Goods Traffic on the Northern Bengal State Railway
for the month of January 1886.**

*Abstract of the principal commodities carried over the line during the month of January 1886, as
compared with the same month of the previous year.*

STAPLES.	1885.		1886.		Total in 1885.	Total in 1886.	Increase.	Decrease.
	Up.	Down.	Up.	Down.				
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Ale	2476	.....	2542	.....	2476	2542	66	.....
Food-grains	845 00	2,111 24	611 35	13,834 84	2,054 84	13,836 22	10,881 38	.....
Ginger	.....	7 05	.....	135 85	7 07	135 85	128 78	.....
Gunny-bags	48 56	436 77	126 04	425 20	48 53	621 24	135 91	.....
Jute	1 87	5,958 37	.....	8,459 16	5,958 34	8,459 16	2,500 72	.....
Miscellaneous	2,424 79	852 00	2,702 24	703 07	2,977 30	3,405 91	428 52	.....
Piece-goods	449 30	1 91	449 15	8 50	449 21	452 71	1 50	.....
Railway material	2,711 94	92 87	2,602 70	9 08	2,804 81	2,500 18	304 63	.....
Salt	1,808 24	13 87	1,892 82	19 43	1,808 11	1,902 25	94 14	.....
Sugar	97 22	33	100 07	1 10	98 05	101 77	3 72	.....
Seed	71 89	175 53	50 00	33 09	247 42	23 09	163 73	.....
Tea	.....	164 80	.....	164 05	164 80	169 05	4 25	.....
Tobacco	4 15	763 85	11 35	690 53	709 00	677 88	90 12	.....
Total	8,501 82	10,280 01	8,330 67	24,051 06	18,841 83	32,362 33	.....	.....

GENERAL REMARKS AND EXPLANATIONS.

THE total traffic lifted during the month under review stands at 32,362 33 tons against 18,841 83 tons carried during the corresponding period of 1885, the net increase being 13,520 50 tons or 71 75 per cent. It is satisfactory to note that there has been an increase in 9 out of the 13 heads into which the total traffic of the line is divided, the falling off being only under 4 heads, viz., Railway materials, seed, tea and tobacco.

INCREASES.

Ale 66 tons.
This increase is not worth noticing.
Food-grain 10,881 38 tons.
This satisfactory result is due to a large traffic having been done in rice and paddy. During the corresponding period of 1885, 2,954 84 tons went forward, whereas the traffic in the present month amounted to 13,836 22, the result being an improvement of 268 per cent.
Ginger 128 78 tons.
Due to a good crop and fair demand.
Gunny-bags 135 91 tons.
The increase is mainly due to an increased traffic in paddy and rice.
Jute 2,500 72 tons.
In spite of a falling market at the port, the total weight of the staple that has passed over the line during the month stands at 8,459 16 tons, the net result being an increase of 41 per cent. compared with the corresponding period of 1885.
Miscellaneous 428 52 tons.
The total weight lifted under this head during the month stands at 3,405 91 tons, or an increase of 14 per cent. over the traffic carried in January 1885.
Piece-goods 1 50 tons.
The increase is small and needs no explanation.
Salt 94 14 tons.
The increase is small and needs no explanation.
Sugar 3 72 tons.
The increase is small and needs no explanation.

DECREASES.

Railway material 304 63 tons.
The decrease is mainly due to less coal having been carried for the Locomotive Department than during the corresponding period of last year.
Seed 163 73 tons.
The market is quiet and very limited business is doing.
Tea 4 25 tons.
Small fluctuation.
Tobacco 90 12 tons.
Despatches to Burmah have been held off by native traders owing to the unsettled state of that country.

C. J. KEENE, Traffic Superintendent.

TRAFFIC SUPD.'S OFFICE, SAIDPUR, the 5th March 1886.

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 20th March 1886 on 1,515 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week	231,519	Rs. A. P. 2,94,569 15 0	Mds. S. 27,07,546 20	Rs. A. P. 6,38,119 11 6	Rs. A. P. 22,144 1 0	Rs. A. P. 9,64,833 11 6	64,588 1/2	104,006 1/2	168,594 1/2
Or per mile of railway	153	194 7 0	17,868 20	421 3 3	14 9 10	630 4 1	420 1/2	68 1/2	488 1/2
Per mile of railway for half-year	2,355,610	28,24,258 2 0	2,73,94,145 10	65,00,350 2 0	2,31,652 14 0	99,56,270 2 0	700,343 1/2	1,139,275 1/2	1,839,618 1/2
Total for corresponding week of previous year	2,087,138	31,18,828 1 0	3,01,01,691 30	74,58,478 14 3	2,53,790 15 0	1,09,11,103 14 3	704,927 1/2	1,243,281 1/2	2,008,208 1/2
Per mile of railway corresponding week of previous year	251,635 1/2	3,62,031 16 0	29,07,674 20	6,99,620 6 5	17,337 3 2	10,58,899 8 4	450,446	122,184	572,630
Total to corresponding date of previous year	2,770,132 1/2	31,53,656 12 4	3,75,95,990 30	68,07,223 13 4	2,00,227 4 4	1,05,01,167 14 0	780,819	1,178,032	1,958,851

The coaching figures for the corresponding period of 1885 include exceptional traffic caused by the movement of troops, despatch of camels by Government and pilgrim traffic.

Approximate Statement of gross receipts of the East Indian Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 21st MARCH 1885.			RECEIPTS FOR WEEK ENDING 20th MARCH 1886.			TOTAL RECEIPTS FROM 1st APRIL 1884 TO 21st MARCH 1885.			TOTAL RECEIPTS FROM 1st APRIL 1885 TO 20th MARCH 1886.			Total increase in 1886.	Total decrease in 1885.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
1,509 1/2	10,58,899	701	1,515	9,64,834	630	1,509 1/2	4,14,84,890	27,484	1,515	4,53,33,196	29,926	38,51,297	.....

PATNA-GYA STATE RAILWAY.

Approximate Return of Traffic for week ended 20th March 1886 on 57 1/2 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week	13,454	Rs. A. P. 7,704 15 0	Mds. S. 59,060 0	Rs. A. P. 5,098 4 0	Rs. A. P. 52 8 0	Rs. A. P. 12,855 11 0	1,755	654	2,409
Or per mile of railway	233	134 11 3	1,031 30	89 2 1	0 14 8	224 1 0	303 1/2	100 1/2	403 1/2
Per mile of railway for half-year	114,459	61,406 0 0	4,27,770 0	23,964 13 0	608 10 3	91,030 7 3	19,190	7,330	26,520
Total for 11 weeks	127,893	69,170 15 0	4,86,786 0	34,063 1 0	661 2 3	1,03,995 2 3	2,921	7,954	10,875
PER MILE OF RAILWAY.									
Total for corresponding week of previous year	18,610	11,097 0 0	75,737 0	3,708 8 0	88 6 6	14,933 14 6	1,632	990	2,622
Per mile of railway corresponding week of previous year	323	194 0 1	1,324 10	65 14 1	1 8 9	261 6 11	.....	.....	.....
Total to corresponding date of previous year	155,305	86,729 14 11	5,98,945 0	23,807 6 0	840 4 6	1,23,377 9 5	19,614	10,556	30,170

Approximate Statement of gross receipts of the Patna-Gya State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 21st MARCH 1885.			RECEIPTS FOR WEEK ENDING 20th MARCH 1886.			TOTAL RECEIPTS FROM 1st APRIL 1884 TO 21st MARCH 1885.			TOTAL RECEIPTS FROM 1st APRIL 1885 TO 20th MARCH 1886.			Total increase in 1886.	Total decrease in 1885.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
57 1/2	14,954	261	57 1/2	12,855	224	57 1/2	5,31,913	9,124	57 1/2	4,71,894	8,250	.....	30,945

DILDARNAGAR-GHAZIPUR STATE RAILWAY.

Approximate Return of Traffic for week ended 20th March 1886 on 12 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	2,155	850 7 0	46,555 30	807 11 0	21 14 0	880 0 0	180	140	320
Or per mile of railway ...	180	29 15 3	3,880 2 6	67 10 3	1 13 2	57 6 8	15	11	26
For previous 10 weeks of half-year ...	24,850	4,279 11 0	2,49,541 10	4,708 2 0	245 12 0	9,324 0 0	1,805	3,057	4,862
Total for 11 weeks ...	27,012	4,630 2 0	2,96,097 0	5,495 13 0	267 10 0	10,012 0 0	2,054	3,197	5,251
COMPARISON.									
Total for corresponding week of previous year ...	2,335	391 0 0	28,602 30	635 0 0	59 0 0	1,105 0 0	156	129	285
Per mile of railway corresponding week of previous year ...	195	32 9 4	3,825 3 6	53 0 0	4 14 8	92 1 4	13	11	24
Total to corresponding date of previous year ...	26,089	4,408 8 4	2,30,158 0	5,083 7 0	567 0 6	10,750 15 10	2,021	3,444	5,465

Approximate Statement of gross receipts of the Dildarnagar-Ghazipur State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 21ST MARCH 1885.			RECEIPTS FOR WEEK ENDING 20TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 21ST MARCH 1885.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 20TH MARCH 1886.			Total increase in 1886.	Total decrease in 1886.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
12	Rs. 1,105	92	12	Rs. 689	57	12	Rs. 45,961	3,828	12	Rs. 44,325	3,694	.....	1,636

SINDIA STATE RAILWAY.

Approximate Return of Traffic for week ended 20th March 1886 on 74½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	4,929	4,203 0 0	77,823 0	2,781 14 0	163 0 0	7,084 7 0	1,426	1,010	2,436
Or per mile of railway ...	66	56 3 2	1,045 0 0	37 3 1	2 16 0	94 12 3	19	13	32
For previous 10 weeks of half-year ...	60,421	51,908 11 0	8,72,735 20	30,036 6 0	1,258 15 6	92,293 0 6	15,581	11,804	27,385
Total for 11 weeks ...	65,350	56,170 4 0	9,50,538 20	31,818 4 0	1,381 15 6	93,674 7 6	17,007	12,814	29,821
COMPARISON.									
Total for corresponding week of previous year ...	9,142	7,483 5 7	66,548 30	2,687 14 0	146 1 0	10,319 4 7	1,505	1,197	2,702
Per mile of railway corresponding week of previous year ...	122	100 7 7	899 0 0	36 1 3	1 15 5	138 8 8	19	16	35
Total to corresponding date of previous year ...	71,194	60,967 6 11	10,17,015 0	30,823 10 3	1,510 15 0	1,12,702 0 3	19,500	14,994	34,494

Approximate Statement of gross receipts of the Sindia State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 21ST MARCH 1885.			RECEIPTS FOR WEEK ENDING 20TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 21ST MARCH 1885.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 20TH MARCH 1886.			Total increase in 1886.	Total decrease in 1886.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
74½	Rs. 10,319	138	74½	Rs. 7,084	95	74½	Rs. 3,77,897	5,074	74½	Rs. 3,63,560	4,861	.....	12,147

TARKESWAR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 20th March 1886 on 22½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	22,576	6,550 10 0	15,130 30	660 14 0	5 0 0	7,211 8 0	30½	60	90½
Or per mile of railway	.....	294 10 11	.....	30 1 8	0 8 7	325 0 2	.....	.....	.....
For previous 10 weeks of half-year ...	202,702	54,080 11 0	1,12,306 10	5,848 1 0	49 15 6	57,978 11 6	10,043	2,300	12,343
Total for 11 weeks ...	225,268	60,637 5 0	1,27,636 0	6,517 15 0	54 15 6	65,210 3 6	20,086	2,400	22,486
COMPARISON.									
Total of corresponding week	23,954	5,625 13 0	10,480 0	388 11 0	0 6 9	6,023 15 6	1,075	0	1,144
Per mile of railway	.....	252 11 7	.....	17 10 8	0 6 10	273 13 1	.....	.....	.....
Total for corresponding date of previous year ...	247,250	66,007 8 0	2,89,722 10	5,407 0 0	90 5 3	71,504 8 3	12,633	6,033	18,666

Approximate Statement of gross receipts of the Tarkeswar Branch Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 21st MARCH 1885.			RECEIPTS FOR WEEK ENDING 20th MARCH 1886.			TOTAL RECEIPTS FROM 1st APRIL 1885 TO 1st MARCH 1886.			TOTAL RECEIPTS FROM 1st APRIL 1885 TO 20th MARCH 1886.			Total increase in 1886.	Total decrease in 1886.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
22	6,024	274	22½	7,332	325	.....	.....	.....	22½	2,46,938	11,094	.....	.....

* Line opened from January 1885.

EASTERN BENGAL STATE RAILWAY.

Approximate Return of Traffic for week ended the 13th March 1886 on 233 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated). Including steam-bent.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	89,755	39,575 0 0	3,34,799 0	41,590 0 0	4,183 0 0	84,348 0 0	10,691	8,596	19,287
Or per mile of railway	385	168 0 0	1,437 0	178 0 0	18 0 0	365 0 0	.....	.....	.....
For previous 9 weeks of half-year ...	871,711	7,51,644 0 0	39,82,189 0	4,77,607 0 0	33,723 0 0	8,05,979 0 0	99,687	95,041	194,728
Total for 10 weeks ...	961,466	8,93,219 0 0	43,16,988 0	5,19,197 0 0	37,911 0 0	9,50,327 0 0	1,10,373	1,02,432	212,805
COMPARISON.									
Total of corresponding week	91,252	42,994 0 0	2,76,704 0	34,402 0 0	5,383 0 0	52,169 0 0	11,735	9,150	20,885
Per mile of railway	391	182 0 0	1,188 0	148 0 0	.....	330 0 0	.....	.....	.....
Total for corresponding date of previous year ...	1,035,103	4,42,223 0 0	30,33,635 0	4,24,396 0 0	67,790 0 0	9,34,606 0 0	1,23,760	91,385	215,145

FINANCIAL YEAR.

Approximate Statement of gross receipts of the Eastern Bengal State Railway.

RECEIPTS FOR WEEK ENDING 14th MARCH 1885.			RECEIPTS FOR WEEK ENDING 13th MARCH 1886.			TOTAL RECEIPTS FROM 1st APRIL 1884 TO 14th MARCH 1885.			TOTAL RECEIPTS FROM 1st APRIL 1885 TO 13th MARCH 1886.			Total increase in 1886.	Total decrease in 1886.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		
233	82,169	353	233	84,348	362	233	51,94,912	22,296	233	43,31,631*	18,591	.....	8,65,281

* Audited up to week ending 31st December 1885.

BENGAL CENTRAL RAILWAY.

Approximate Return of Traffic for week ended the 13th March 1886 on 126 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAFF-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week	95,718	Rs. 8,394 0 0	Mds. 84,357 0	Rs. 2,850 0 0	Rs. 30 0 0	Rs. 12,282 0 0	3,201	1,949	5,210
Or per mile of railway	304	74 0 0	431 0	23 0 0	.....	97 0 0	.....	.....	.....
For previous 9 weeks of half-year	212,130	79,242 8 0	8,02,294 0	15,955 0 0	224 0 0	95,321 0 0	20,129	10,422	45,561
Total for 10 weeks	297,848	87,636 8 0	8,86,648 0	16,705 0 0	254 0 0	1,07,603 0 0	23,400	11,371	5,771
COMPARISON.									
Total for corresponding week of previous year (audited)	24,055	8,585 0 0	82,253 0	1,686 0 0	111 0 0	10,390 0 0	3,835	.....	5,094
Per mile of railway corresponding period of previous year	101	68 0 0	256 0	13 0 0	.....	81 0 0	.....	.....	.....
Total to corresponding date of previous year	231,800	84,799 0 0	2,47,306 0	17,912 0 0	508 0 0	1,02,979 0 0	42,030	.....	53,025

FINANCIAL YEAR.

Approximate Statement of gross receipts of the Bengal Central Railway.

RECEIPTS FOR WEEK ENDING 14TH MARCH 1885.			RECEIPTS FOR WEEK ENDING 13TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 14TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 13TH MARCH 1886.			Total increase in 1885-86.	Total decrease in 1885-86.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
126	Rs. 10,380	82	126	Rs. 12,282	97	126	Rs. 4,86,462	3,868	126	Rs. 5,11,601*	4,060	Rs. 23,139	.....

* Audited up to 31st December 1885.

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

	Rs.	A.	P.
Approximate earnings for week ending 13th March 1886	7,226	0	0
Corresponding week last year	6,976	0	0
Increase	1,150	0	0
Receipts from 1st January to 13th March 1886	64,711	0	0
From 1st January to 14th March 1885	61,171	0	0
Increase	2,940	0	0
Miles.			
Miles open week ending 13th March 1886	50½		
Corresponding week last year	50½		
Receipts per mile open week ending 13th March 1886			
Corresponding week last year	142	6	2
Increase	119	11	8
	23	10	6

SECRETARY'S OFFICE, Darjeeling, the 15th March 1886.

W. STEVENSON, Secretary.

REGISTERED No. 29.]

No. 14 of 1886.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, APRIL 7, 1886.

OFFICIAL PAPERS.

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APPOINTMENT OF MINISTERIAL OFFICERS IN THE PATNA DIVISION.

No. 142G, dated Bankipore, the 17th March 1886.

From—The Commissioner of the Patna Division,
To—The Chief Secretary to the Government of Bengal.

WITH reference to Government order No. 5646A, dated 28th December 1880, I have the honour to submit herewith a statement showing the number of vacancies, both acting and permanent, that occurred during the past year in the several offices in this division.

The total number of vacancies which occurred during the last year in the several offices and departments in this division was 513. These vacancies were thus distributed—

In the Revenue and Magistrates' offices ...	...	133
In the Road Cess and Municipal offices ...	...	14
In the Registration Department ...	...	81
In the Police Department ...	...	385
Total ...	...	513

The above appointments were filled up in the several offices and departments as follows:—

	By Beharia.	By Bengalis.
In the Revenue and Magistrates' offices ...	121	12
In the Road Cess and Municipal offices ...	11	3
In the Registration Department ...	81	..
In the Police Department ...	325	10
Total ...	488	25

It will thus be seen that 95.1 per cent. of the vacancies were filled up by the natives of Behar, while 4.9 per cent. of the appointments were given to Bengalis, including those domiciled in Behar.

Statement showing the number of vacancies, both acting and permanent, that occurred in the districts of the Patna Division during the year 1885.

District.	Name of office or department.	Number of vacancies.	How filled up.		Remarks explaining why preference was given to Bengalis.
			By Beharia.	By Bengalis.	
Patna	Commissioner's office ...	12	7	5(a)	(a) Two of these were appointed as they possessed experience of the work, one of them being formerly a clerk in the High Court of the North-Western Provinces, and the other a clerk in the Opium Agent's office, Patna, where they lost their appointments on reduction of establishment. Of the remaining three, one was an apprentice in the office, and the other two were already in the service.
	Collector's office ...	6	6	.....
	Magistrate's office ...	2	2	.....
	Municipal office ...	3	3	.....
	Registration Department ...	10	10	.....
Gya	Police Department ...	24	24	1(b)	(b) A domiciled Behari.
	Magistrate's office ...	2	2	.....
	Collector's office ...	12	11	1(c)	(c) A domiciled Behari, formerly a clerk under the Court of Wards' Department.
	Registration Department ...	1	1	.....
Shahabad	Police Department ...	67	62	5	
	Magistrate's office ...	1	1	.....
	Collector's office ...	6	5	.....
	Municipal office ...	2	2	.....
Mouafferpore.	Road Cess office ...	1	.....	1(d)	(d) The post was that of a first grade sub-overseer. The appointment was advertised in the Calcutta Gazette, and attracted a number of candidates, from whom a Bengali was selected and examined by the District Engineer. There was no qualified candidate among the Beharis.
	Registration Department ...	12	12	.....
	Police Department ...	2	2	.....
	Magistrate's office ...	1	1	.....
Durbhanga	Collector's office ...	46	46	1(e)	(e) Was appointed to officiate in the place of a clerk in the Account Department for three months on the nomination of the treasury officer.
	Municipal office ...	1	.....	1(f)	(f) A Bengali Mahomedan.
	Registration Department ...	5	5	.....
	Police Department ...	27	27	.....
Barua	Magistrate's office ...	4	3	1(g)	(g) He was Collector's head clerk, and received the post of Magistrate's head clerk on promotion.
	Collector's office ...	20	20	2(h)	(h) Received the post on promotion.
	Road Cess office ...	1	.....	1(i)	(i) The post (of an overseer) was advertised for, but no properly qualified Behari applied for the post.
	Police Department ...	26	26	.....
Champuram.	Magistrate's office ...	2	2	.....
	Collector's office ...	2	1	1(j)	(j) A case of officiating promotion purely as a temporary arrangement.
	Municipal office ...	3	3	.....
	Registration Department ...	1	1	.....
Champuram.	Police Department ...	60	60	.....
	Magistrate's office ...	1	1	.....
	Collector's office ...	7	6	1(k)	(k) Since the introduction of the License-tax Act this man, having experience and insight of the work, has every year been appointed as license-tax clerk.
	Municipal office ...	2	2	.....
Champuram.	Registration Department ...	1	1	.....
	Police Department ...	20	20	4(l)	(l) Of these, one was received by transfer from Rungpoor; in the other three cases preference was given to Bengalis, as no competent Behari could be found.

PATNA COMMISSIONER'S OFFICE; }
BANKIPORE, }
The 17th March 1886.

NOBIN CH. MITRA,
Personal Assistant to Commissioner,
for Commissioner on tour.

Rainfall, Weather, and State and Prospects of the Crops

Statement showing Rainfall, Weather, and State and Prospects of the Crops in the different districts of Bengal, as reported to Government during the week ending the 3rd April 1886.

No.	District, and date of return.	Rainfall at Budder Station in inches.	Character of the weather, state and prospects of the crops, and state of health at date.
BENGAL.			
<i>Western Districts.</i>			
BORDWAI DIV.	1 Burdwan, April 3 '86	0.93	Weather—seasonable. Lands are being prepared. Prospects of <i>boro</i> rice not very good. Common rice sells at 18 to 21 seers per rupee. A few cases of cholera and small-pox reported.
	Culina	2.40	
	Cutwa	Nil	
	Hanegunge	2.47	
	2 Bankura, " 3 "	0.20	Weather—seasonable. Harvesting of <i>rubber</i> crop over. Ploughing going on in some places. Price of rice has slightly risen. Public health good.
	Bishenpore	0.58	
	3 Beerbhoom, " 3 "	0.44	Weather—seasonable. Cold-weather crops harvested; outturn fair. <i>rubber</i> crop being sown. Prices of food-grains low. Public health good.
	Rampur Haut	0.95	
	4 Midnapore, " 3 "	0.19	Weather—seasonable. Heavy rain in east of district has favoured <i>tilage</i> . Prospects of <i>boro</i> rice generally good. Public health normal.
	5 Hooghly, " 3 "	0.87	
PRESIDENT DIV.	Jehanabad	0.83	Weather—seasonable with storms. <i>Boro dhan</i> is doing well. Ploughing is in full swing. A few cases of cholera here and there.
	Howrah	1.22	
	Ooloberiah	1.28	Weather—stormy. State and prospects of crops good.
	Up to 1st April 1886.		
	<i>Central Districts.</i>		
	6 24-Pargha, April 3 '86	1.26	Weather—seasonable. There are no crops on the ground. Public health good. Heat increasing; temperature low on account of rain. Late rain has advanced agriculture considerably. <i>Aus</i> sowings have commenced. Sugarcane doing well. Public health normal.
	7 Nudda, " 3 "	3.57	
	Koostea	1.40	Heavy showers with wind in early part of week; since then weather fine, with south wind. <i>Boro</i> rice rather injured by rain. Ploughing has begun. Public health good.
	Meherpur	2.80	
	Chuadanga	2.07	Weather—hot. Rain of the week has done good to cultivation of paddy crop, which is vigorously going on. Price of rice stationary. Cholera is prevalent in the district, and is reported to have assumed a virulent type in Gopainagar outpost of Bongong sub-division.
	Ranghat	1.84	
	8 Khoolia, " "	3.40	Weather—hot. Cold-weather crops are almost all now reaped. Late rain will be very beneficial to <i>boro dhan</i> which is progressing well. Public health good. Common rice selling at 19 seers per rupee.
	9 Jessore, " 3 "	3.39	
RAJSHAHY DIV.	Jhenidah	2.25	The week opened with very high temperature, but copious rain fell over the south of the district, the part that usually suffers most from drought, and this has cooled the air. Slight rain also on the 28th March at head-quarters. Harvesting of <i>rubber</i> crops progressing well. Land is being ploughed for <i>aus</i> crop. Rice selling at from 17 to 24 seers per rupee.
	Magura	2.44	
	Narail	2.06	Weather—cloudy during week, and cooler since 2nd. Rain has facilitated early sowings, but more is wanted. <i>Rubber</i> harvest nearly completed. Public health fair. A few cases of small-pox reported from Beaulah police station.
	Bongong	2.27	
	10 Moorshabad, " 3 "	1.19	Weather—hot with strong west wind. <i>Aus</i> is up in some places. More rain wanted. Prospects of <i>rubber</i> crops have been considerably improved by the rainfall in Kurigram. Tobacco is still being cut. Public health good.
	Lalbagh	1.90	
	Kandi	1.46	Weather—generally fine; latterly warm. Ploughing for <i>aus</i> and jute progressing. More rain will much improve prospects of crops. Public health fair.
	11 Dinagepore, April 2 '86	0.05	
	12 Rajshahy, " 3 "	1.40	Weather—much cooler since rain. Rain has done much good. Sowing going on rapidly. Cholera continues.
	Nattore	1.15	
DACA DIVISION	Bowgong	1.01	Occasional thunder-storms; weather cold. State and prospects of crops favourable.
	13 Rangpor, " 3 "	0.04	
	Nilphamari	Nil	Great change of temperature. Beneficial rain has fallen. Weather cool. Rain has softened the ground to a certain extent. Cultivation of land for early rice progressing actively. Public health very good.
	Kurigram	3.04	
	Gaibanda	0.99	Weather—hot. Sky now and then overcast with clouds. Sowing and ploughing of land for jute and rice going on. Recent rain has done much good to standing crops. Prospects of crops good. Public health generally good.
	14 Bogra, " 3 "	1.06	
	15 Pubna, " 3 "	1.38	Weather—hot and sultry of late. <i>Rubber</i> harvested. Ploughing and sowing for the next rice crops is in full progress. An outbreak of cholera in the town; otherwise district is fairly healthy.
	Serajgunge	1.28	
	16 Darjeeling, " 3 "	0.54	Weather—seasonable. Rain has done much good to standing crops. General health fair.
	17 Julpigore, " 3 "	0.39	
CHITTAGONG DIV.	<i>Eastern Districts.</i>		
	18 Dacca, April 3 '86	3.58	Weather—mild. Heavy rain on 28th March, and slight rain at other times. Rain has been general and has much improved the state of the crops. Prospects good.
	Manickgunge	4.32	
	Munshigunge	2.87	Weather—cloudy and cool. <i>Panic aus</i> is being sown in some places. Prices stationary. Small-pox reported from Mirsrai; public health generally good.
	Naraingunge	3.80	
	19 Furruckpore, " 3 "	0.98	High south-westerly wind. Thunder-storms and heavy showers almost every day. Poor outturn of cold-weather crops owing to drought. Heavy rain in some places stopped sowing of rice. Some few cases of cholera, small-pox and cattle-disease.
	Goalundo	1.80	
	Madaripore	2.90	Weather—unsettled. High winds and frequent showers. Heavy rain has been of immense service to the cultivator. Sowing of paddy, jute and sugarcane is now proceeding briskly and prospects are on the whole favourable. Cholera, which had assumed the proportion of an epidemic, is abating; but fever is unusually prevalent. Prices of food-grains stationary.
	20 Backergunge, " 1 "	4.24	
	21 Mymensingh, " 3 "	1.08	Weather—rainy throughout the week. Heavy rain has done harm to joom. Tobacco and chillies to some extent damaged by hail.
	Jamalpur	2.22	
CHITTAGONG DIV.	Kishoregunge	1.09	Weather—hot and cloudy. Chillies and tobacco are still being reaped. No principal crop in the field. Lands are being prepared for sowing early <i>aus</i> rice. Public health good.
	Atta	1.23	
	Netrokona	0.94	Weather—hot and cloudy. Chillies and tobacco are still being reaped. No principal crop in the field. Lands are being prepared for sowing early <i>aus</i> rice. Public health good.
	22 Chittagong, April 6 '86	Traces of rain.	
	23 Noakhally, " 3 "	4.78	Weather—hot and cloudy. Chillies and tobacco are still being reaped. No principal crop in the field. Lands are being prepared for sowing early <i>aus</i> rice. Public health good.
	Fenny	2.90	
CHITTAGONG DIV.	24 Tipperah, " 1 "	2.68	Weather—hot and cloudy. Chillies and tobacco are still being reaped. No principal crop in the field. Lands are being prepared for sowing early <i>aus</i> rice. Public health good.
	Brahmanbariah	3.23	
	Chandpur	3.50	
CHITTAGONG DIV.	25 Chittagong Hill Tracts, Mar. 30 "	4.43	
	Hill Tipperah, " 31 "	2.38	

No.	District, and date of return.	Rainfall at Sudder Station in inches.	Character of the weather, state and prospects of the crops, and state of health at date.
BEHAR.			
PATNA DIV.	26 Patna, April 3 '86	Nil	Days warm, nights cool. Harvesting of <i>rubber</i> almost completed. Opium nearly all collected. Public health good.
	27 Gya, " 3 "	0-04	Heat has increased considerably during the week. <i>Rubber</i> harvest nearly completed. Sugarcane and <i>cheena</i> crops on the ground doing well.
	28 Shahabad, " 3 "	0-02	Weather—hot. Harvesting of <i>rubber</i> crops continues; outturn good. Opium gathered; outturn rather less than last year's. Sugarcane is being planted. Public health fair.
	29 Darbhanga, " 3 "	0-08	Cool mornings, but days warm. Harvesting of <i>rubber</i> over, and threshing operation in progress. Mango blossoms have been considerably injured by the late rain. Indigo sowings coming on well. Prices continue almost stationary. Public health good.
	30 Mouserpore, " 3 "	Nil	Weather—hot and cloudy; wind variable. <i>Rubber</i> harvest nearly completed. Collection of opium finished. <i>Cheena</i> , <i>moong</i> , and early rice being sown. Public health fair.
	31 Saran, " 3 "	Nil	Weather—seasonable. <i>Rubber</i> almost harvested; outturn favourable. Weighing of opium commenced. Public health good.
	32 Chumpan, " 3 "	0-03	Weather—seasonable. Prospects of <i>rubber</i> and poppy continue good. Harvesting of <i>rubber</i> in progress. Collection of opium nearly finished. Prices rising slightly. Public health fair.
BAGULPUR DIV.	23 Monghyr, April 3 '86	Nil	Weather—seasonable. Harvesting of <i>rubber</i> crops nearly finished, and threshing has commenced. Prices rising slightly. Sporadic cases of small-pox reported from the Sudder and Begosera sub-divisions; otherwise public health good.
	24 Bagulpore, " 3 "	Nil	Weather—cool for the season. <i>Rubber</i> harvest in progress; outturn of all crops, but peas and gram, good. Prospects of <i>mohua</i> favourable. Public health good.
	25 Parneah, " 3 "	0-04	Weather—fine and warm; west wind prevailing. State and prospects of crops good.
	Kissengunge, " 3 "	0-06	
	Arrareah, " 3 "	0-04	
	26 Maldah, " 3 "	1-28	Weather—cool and fine. <i>Rubber</i> harvest going on with fair outturn. Rain has done much good to <i>boro</i> paddy, and to preparation of lands for sowing of <i>khadoi</i> paddy. Common rice selling at from 16 to 22 seers per rupee. Public health generally good.
	Shibgung, " 3 "	0-43	
ORISSA.	37 Bonthal Perghe, " 3 "	Nil	Weather—getting hot. No crop on the ground except <i>mohua</i> , which is still being gathered. Prices almost stationary. Cholera reported from Deoghar, and small-pox from Rajmehal, otherwise public health generally good.
	Rajmehal, " 3 "	0-59	
	Pakour, " 3 "	0-91	
ORISSA DIV.	38 Cuttack, April 2 '86	0-10	Weather—hot; cloudy with high wind. <i>Dalua</i> rice ripening. Ploughing in progress. Common rice sells at 14 Cuttack seers per rupee in town, and 18 to 20 seers in the interior. Cases of cholera reported from Jajpur; otherwise public health good.
	39 Pooree, " 1 "	0-89	Weather—seasonable; occasionally cloudy. Lands are being ploughed for the ensuing <i>sarad</i> crop. Early <i>dalsa</i> crop is being harvested. <i>Moong</i> and castor are being gathered. Relief works are still going on in the Chilka tracts. Common rice sells at an average of 20 seers 14 chittacks per rupee in the Sudder sub-division, and 28 seers 7 chittacks in the Khoorda sub-division. Cases of cholera are still reported from the town as well as from the mofussil.
	Khoorda, " 1 "	0-57	
CHOTA NAGPORE.	40 Balasore, " 2 "	1-64	Weather—cooler owing to rain. Ploughing is going on. Prospects of miscellaneous crops are promising. Public health generally good, except that a few sporadic cases of cholera reported from the interior.
	South-West Frontier Agency.		
CHOTA NAGPORE.	41 Hazaribagh, April 2 '86	Nil	Weather—unusually cool; otherwise seasonable. <i>Rubber</i> has been harvested in most places with fair outturn. Some damage reported to mango and <i>mohua</i> from hail and rain. General health of men and cattle good.
	42 Lohardugga, " 3 "	0-23	Days warm; nights cool. <i>Rubber</i> crops almost harvested; outturn favourable. Mango crop reported to be bad, so also <i>mohua</i> in Lohardugga thana. Prices as before. No cattle-disease. Public health good.
	43 Singhbhum, " 3 "	Nil	Weather—warm; slight rain in Singhbhum. <i>Rubber</i> harvest continues; outturn satisfactory. <i>Mohua</i> crop is likely to be a good one. Public health good.
	44 Manbhum, " 3 "	Nil	Weather—seasonable. Outturn of cereals fair. Prospects of <i>mohua</i> crop in some parts of the district good, though in other parts some damage has been done by storms with rain. Coarse rice selling at from 23 to 28 seers per rupee. Public health generally good.

Published for general information.

CALCUTTA, REVENUE DEPT.;
T^h 6th April 1886.P. NOLAN,
Offg. Secretary to the Govt. of Bengal.

STATEMENT SHOWING THE STOCKS OF RICE IN AND AROUND CALCUTTA.

NAMES OF WARE.	STOCK IN HAND AS COMPILED ON -												
	1st week of April 1885.	1st week of May 1885.	1st week of June 1885.	1st week of July 1885.	1st week of August 1885.	1st week of Sept. 1885.	1st week of Oct. 1885.	1st week of Nov. 1885.	1st week of Dec. 1885.	1st week of Jan. 1886.	1st week of Feb. 1886.	1st week of Mar. 1886.	1st week of April 1886.
Bellinghata	Mds. 7,00,000	Mds. 6,67,500	Mds. 7,19,500	Mds. 8,10,000	Mds. 4,34,000	Mds. 3,99,000	Mds. 3,89,000	Mds. 2,85,500	Mds. 3,85,500	Mds. 3,02,000	Mds. 5,98,000	Mds. 10,54,000	Mds. 10,74,000
Dakshin	"	"	"	"	"	"	"	"	"	"	"	"	"
Dakshin	"	"	"	"	"	"	"	"	"	"	"	"	"
Cuttack, Gohabari, Coomer- koot, Hathkela, and Culp) Ghat	7,70,000	7,00,100	8,10,700	8,10,000	6,67,700	6,65,400	5,67,900	5,35,300	5,60,500	4,85,300	4,50,000	5,05,900	5,32,300
Pachuribhatia, Posta, and Jorabagan.	4,000	4,000	2,000	3,000	4,000	3,200	2,500	3,000	4,000	5,000	4,500	4,000	7,000
Tollymore, Chittah, Kidderpore, and Moonchirang.	1,32,000	94,300	88,600	1,07,000	1,47,600	1,06,300	83,400	1,00,500	68,800	1,32,000	1,10,000	1,38,900	1,44,900
21 River Beas (estimated) ..	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000
Other retail shops, 2,129 in number (estimated).	2,66,000	2,80,000	2,80,000	2,80,000	2,80,000	2,80,000	2,80,000	2,80,000	2,80,000	2,80,000	2,80,000	2,80,000	2,80,000
Soldyabhaty, Nowabganj, Bhuddraker, and Chander- nagore.	2,051	12,256	12,503	10,799	12,246	4,305	9,170	10,001	8,577	8,105	8,454	7,618	11,401
Total ..	21,00,721	21,14,456	22,00,353	20,08,950	17,76,148	17,11,003	16,04,170	14,23,761	15,74,177	14,31,065	17,33,994	22,03,818	23,24,191
On Railway premises on both sides of the river.	1,038 (on 4th April 85.)	640 (on 4th May 85.)	400 (on 3rd June 85.)	980 (on 3rd July 85.)	1,478 (on 3rd August 85.)	1,910 (on 4th Sept. 1885.)	7,632 (on 4th Oct. 85.)	7,528 (on 5th Nov. 85.)	6,030 (on 4th Dec. 1885.)	15,163 (on 4th Jan. 1886.)	31,225 (on 4th Feb. 1886.)	7,401 (on 3rd Mar. 86.)	16,836 (on 3rd April 86.)
By Port Com- missioners' re- turns.	61,243 (1st to 4th April 85.)	57,623 (1st to 3rd May 85.)	54,931 (1st to 3rd June 85.)	32,903 (1st to 3rd July 85.)	40,931 (1st to 3rd August 85.)	10,301 (1st to 3rd Sept. 1885.)	21,243 (1st to 3rd Oct. 85.)	23,753 (1st to 3rd Nov. 85.)	31,820 (1st to 3rd Dec. 1885.)	52,007 (1st to 3rd Jan. 1886.)	60,024 (1st to 3rd Feb. 1886.)	80,007 (1st to 3rd Mar. 86.)	30,300 (1st to 3rd April 86.)
By Canal returns	60,114 (1st to 4th April 85.)	25,430 (1st to 3rd May 85.)	50,000 (1st to 3rd June 85.)	31,177 (1st to 3rd July 85.)	25,489 (1st to 3rd August 85.)	40,961 (1st to 3rd Sept. 1885.)	35,802 (1st to 3rd Oct. 85.)	19,893 (1st to 3rd Nov. 85.)	11,893 (1st to 3rd Dec. 1885.)	1,11,437 (1st to 3rd Jan. 1886.)	1,55,848 (1st to 3rd Feb. 1886.)	1,09,323 (1st to 3rd Mar. 86.)	38,779 (1st to 3rd April 86.)
Grand Total of Stocks ..	22,92,040	21,70,135	22,40,383	20,64,068	18,43,970	17,90,203	16,71,007	14,77,753	16,24,215	16,00,247	19,71,049	24,33,228	23,90,779
Probable stock available for exportation by sea.	128 lakhs.	113 lakhs.	12 lakhs.	10 lakhs.	8 lakhs.	71 lakhs.	61 lakhs.	41 lakhs.	51 lakhs.	6 lakhs.	91 lakhs.	131 lakhs.	131 lakhs.

P. NOLAN,
Offg. Secretary to the Govt. of Bengal.

STATISTICAL DEPARTMENT,
The 5th April 1886.

No.	District, and date of return.	Rainfall at Sudder Station in inches.	Character of the weather, state and prospects of the crops, and state of health at date.
BEHAR.			
PATNA DIV.	26 Patna, April 3 '86	Nil	Days warm, nights cool. Harvesting of <i>rubber</i> almost completed. Opium nearly all collected. Public health good.
	27 Gya. " 3 "	0.04	Heat has increased considerably during the week. <i>Rubber</i> harvest nearly completed. Sugarcane and <i>cheena</i> crops on the ground doing well.
	28 Shahabad, " 3 "	0.02	Weather—hot. Harvesting of <i>rubber</i> crops continues; outturn good. Opium gathered; outturn rather less than last year's. Sugarcane is being planted. Public health fair.
	29 Darbhanga, " 3 "	0.08	Cool mornings, but days warm. Harvesting of <i>rubber</i> over, and threshing operation in progress. Mango blossoms have been considerably injured by the late rain. Indigo sowings coming on well. Prices continue almost stationary. Public health good.
	30 Mousseripore, " 3 "	Nil	Weather—hot and cloudy; wind variable. <i>Rubber</i> harvest nearly completed. Collection of opium finished. <i>Cheena</i> , <i>moong</i> , and early rice being sown. Public health fair.
	31 Saran, " 3 "	Nil	Weather—seasonable. <i>Rubber</i> almost harvested; outturn favourable. Weigh-ment of opium commenced. Public health good.
	32 Champaran, " 3 "	0.03	Weather—seasonable. Prospects of <i>rubber</i> and poppy continue good. Har-vesting of <i>rubber</i> in progress. Collection of opium nearly finished. Prices rising slightly. Public health fair.
BAGULPORE DIV.	33 Monghyr, April 3 '86	Nil	Weather—seasonable. Harvesting of <i>rubber</i> crops nearly finished, and threshing has commenced. Prices rising slightly. Sporadic cases of small-pox reported from the Sudder and Begoesari sub-divisions; otherwise public health good.
	34 Bhagulpore, " 3 "	Nil	Weather—cool for the season. <i>Rubber</i> harvest in progress; outturn of all crops, but peas and gram, good. Prospects of <i>moong</i> favourable. Public health good.
	35 Purneah, " 3 "	0.04	Weather—fine and warm; west wind prevailing. State and prospects of crops good.
	Kissengunge	0.06	
	Arrareah	0.94	
	36 Maldah, " 3 "	1.23	Weather—cool and fine. <i>Rubber</i> harvest going on with fair outturn. Rain has done much good to <i>boro</i> paddy, and to preparation of lands for sowing of <i>khadoi</i> paddy. Common rice selling at from 16 to 22 seers per rupee. Public health generally good.
	Shibgung	0.43	
ORISSA.	37 Sonthal Pergas, " 3 "	Nil	Weather—getting hot. No crop on the ground except <i>moong</i> , which is still being gathered. Prices almost stationary. Cholera reported from Deoghur, and small-pox from Rajmehal, otherwise public health generally good.
	Rajmehal	0.59	
	Pakour	0.91	
ORISSA DIV.	38 Cuttack, April 2 '86	0.10	Weather—hot; cloudy with high wind. <i>Dalus</i> rice ripening. Ploughing in progress. Common rice sells at 14 Cuttack seers per rupee in town, and 18 to 20 seers in the interior. Cases of cholera reported from Jajpur; other-wise public health good.
	39 Pooree, " 1 "	0.89	Weather—seasonable; occasionally cloudy. Lands are being ploughed for the ensuing <i>sarad</i> crop. Early <i>dalus</i> crop is being harvested. <i>Moong</i> and castor are being gathered. Relief works are still going on in the Chilka tract. Common rice sells at an average of 20 seers 14 chittacks per rupee in the Sudder sub-division, and 28 seers 7 chittacks in the Khoorda sub-division. Cases of cholera are still reported from the town as well as from the mofussil.
	Khoorda	0.87	
CHOTA NAGPORE.	40 Balasore, " 2 "	1.64	Weather—cooler owing to rain. Ploughing is going on. Prospects of miscella-neous crops are promising. Public health generally good, except that a few sporadic cases of cholera reported from the interior.
	South-West Frontier Agency.		
CHOTA NAGPORE.	41 Hazaribagh, April 2 '86	Nil	Weather—unusually cool; otherwise seasonable. <i>Rubber</i> has been harvested in most places with fair outturn. Some damage reported to mango and <i>makes</i> from hail and rain. General health of men and cattle good.
	42 Lohardugga, " 3 "	0.23	Days warm; nights cool. <i>Rubber</i> crops almost harvested; outturn favourable. Mango crop reported to be bad, so also <i>moong</i> in Lohardugga thana. Prices as before. No cattle-disease. Public health good.
	43 Singbhoom, " 2 "	Nil	Weather—warm; slight rain in Dhalbhoom. <i>Rubber</i> harvest continues; outturn satisfactory. <i>Moong</i> crop is likely to be a good one. Public health good.
	44 Manbhoom, " 3 "	Nil	Weather—seasonable. Outturn of cereals fair. Prospects of <i>moong</i> crop in some parts of the district good, though in other parts some damage has been done by storms with rain. Coarse rice selling at from 23 to 28 seers per rupee. Public health generally good.

Published for general information.

CALCUTTA, REVENUE DEPT.;
Tue 6th April 1886.P. NOLAN,
Offy. Secretary to the Govt. of Bengal.

STATEMENT SHOWING THE STOCKS OF RICE IN AND AROUND CALCUTTA.

STOCK IN HAND AS COMPILED OF—

NAMES OF WARE.	1st week of April 1886.	1st week of May 1886.	1st week of June 1886.	1st week of July 1886.	1st week of August 1886.	1st week of Sept. 1886.	1st week of Oct. 1886.	1st week of Nov. 1886.	1st week of Dec. 1886.	1st week of Jan. 1887.	1st week of Feb. 1887.	1st week of Mar. 1887.	1st week of April 1887.
Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Belinghata	7,40,000	6,67,500	7,10,500	5,10,000	4,26,000	3,99,000	3,85,500	2,85,500	3,85,500	2,02,000	5,90,000	10,54,000	16,74,000
Coitadanga	54,000	63,600	79,700	77,000	68,000	52,500	54,800	38,000	54,800	48,600	53,000	64,000	66,500
Cuttack, Gopalpur, Comor- pore, Hathola, and Culp Ghat	7,75,900	7,90,100	8,10,700	8,10,600	6,67,700	5,67,900	5,67,900	5,35,200	5,67,900	4,66,300	4,58,000	4,06,000	5,32,300
Pahurichatta, Poria, and Jorabagan.	4,000	4,000	2,000	3,000	4,000	2,500	4,000	3,000	4,000	5,000	4,500	4,000	7,000
Sollypore, Chittah, Kidderpore, and Moonsingur.	1,37,000	24,200	85,500	1,07,000	1,07,000	90,400	65,500	1,80,500	65,500	1,32,000	1,19,000	1,35,000	1,44,000
21 Minor Razars (estimated) ..	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000	2,40,000
Other retail shops, 3,120 in number (estimated).	2,14,000	2,00,000	2,10,000	2,10,000	2,10,000	2,10,000	2,10,000	2,10,000	2,10,000	2,10,000	2,10,000	2,10,000	2,10,000
Soldyhatti, Norabarnet, Bhuddreer, and Chander- nagora.	8,501	12,854	12,543	10,759	12,543	9,170	8,577	10,901	8,577	8,103	8,454	7,518	21,401
Total ..	21,80,751	21,14,464	22,00,352	20,08,900	17,75,148	16,04,170	15,74,177	14,86,701	15,74,177	14,81,065	17,53,964	22,40,818	23,25,191
On Railway premises on both sides of the river.	1,808	640	400	900	1,475	7,683	6,620	7,828	6,620	12,103	21,325	7,401	16,854
On boats wa- laded ..	41,248	37,033	24,951	32,902	40,881	21,543	31,920	25,759	31,920	62,697	60,024	50,037	20,000
By Port Com- missioners' re- turns.	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400
By Canal returns	99,114	25,428	30,000	21,177	25,428	38,503	11,508	18,995	11,508	1,11,427	1,55,846	1,00,323	33,779
Grand Total of Stocks ..	22,95,946	21,78,135	22,65,353	20,64,059	18,43,976	16,71,507	16,24,215	14,77,733	16,24,215	16,00,547	19,71,949	24,33,938	25,09,774
Probable stock available for exportation by sea.	128 lakhs.	114 lakhs.	12 lakhs.	10 lakhs.	8 lakhs.	67 lakhs.	54 lakhs.	44 lakhs.	54 lakhs.	6 lakhs.	94 lakhs.	134 lakhs.	134 lakhs.

P. NOLAN,
Offg. Secretary to the Govt. of Bengal.STATISTICAL DEPARTMENT,
The 5th April 1886.

PRICES-CURRENT (retail) of Food-grains, Firewood and Salt in the

		QUANTITIES PER RUPEE IN														
		WHEAT.			BARLEY.			RICE, BEST SORT.			RICE, COMMON.			JOWAR OR CHOLAH. (Sorghum Vulgare.)		
DISTRICTS.		Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
Number.																
BENGAL.																
Western Districts.																
		S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
1	Bardwan	18 0	13 0	17 0	30 0	...	24 0	16 0	16 8	13 8	21 0	21 0	17 4	...	...	...
2	Bankura	20 0	20 0	18 0	23 0	23 0	20 0	19 8	19 8	16 8	23 8	22 8	18 8	...	...	...
3	Barbhoon	16 8	15 0	16 0	...	...	...	15 8	16 8	12 0	20 0	19 8	15 0	...	...	...
4	Midnapore	16 0	14 0	16 0	...	...	...	17 0	16 0	14 0	22 0	21 0	20 0	...	...	...
5	Hoorly	16 0	15 0	17 0	...	...	...	10 0	10 0	10 0	15 0	15 0	14 0	...	...	...
	Howrah	14 0	14 0	16 0	...	...	...	8 4	8 4	11 4	14 12	15 0	14 4	...	...	...
Central Districts.																
	Calcutta	14 4	14 4	15 0	19 0	20 0	20 0	7 8	6 8	8 4	9 0	8 14	11 0	...	14 10	11 10
6	24-Perghannaha	13 4	12 0	15 4	17 8	17 8	22 14	8 0	8 0	8 0	12 5	13 4	17 12	...	...	...
7	Nuddea	17 4	17 4	18 12	22 15	26 10	24 9	14 8	13 5	12 5	16 0	16 0	13 14	...	...	...
8	Khoolna	...	...	...	...	...	...	16 0	16 0	16 0	18 0	18 0	18 0	...	...	...
9	Jessore	12 4	13 4	14 4	...	...	...	13 4	13 4	13 4	17 8	17 8	16 0	...	...	...
10	Meerabadabad	20 0	20 0	20 0	...	...	...	13 0	13 0	13 0	17 8	17 8	15 0	...	...	...
11	Dinapore	16 0	13 0	16 0	17 8	18 11	16 0	16 12	16 8	14 0	22 0	20 8	16 8	...	...	...
12	Rajahabye	16 0 to 21 0	12 0 to 18 0	17 4 to 20 10	32 0 to 28 0	32 0	16 8	16 0	13 0 to 13 8	19 0 to 20 4	19 8 to 19 14	17 4 to 15 6	...	...	...	...
13	Rungpore	23 0	16 0	16 0	...	...	...	20 0	14 0	12 5	23 0	21 0	14 8	...	...	...
14	Bogra	18 12	15 0	14 3	...	...	...	15 0	13 8	13 0	24 0	24 0	16 6	...	...	...
15	Pabna	24 0	18 0	20 0	...	...	...	8 4	8 0	8 0	18 12	18 12	15 12	...	...	...
16	Darjeeling	10 0	10 0	...	...	9 0	10 0	5 0	5 0	4 0	14 0	14 0	12 0	...	...	...
17	Jalpigoree	18 0	11 0	12 0	...	...	20 0	14 0	13 8	13 0	25 0	25 0	18 0	...	...	...
Eastern Districts.																
18	Dacca	14 0	13 0	16 0	26 0	22 0	32 0	14 8	15 0	16 0	18 8	17 8	17 0	...	...	...
19	Farrodpore	16 0	16 0	16 0	25 0	25 0	34 0	14 0	14 0	14 0	19 0	19 0	16 0	...	...	...
20	Beckergunge	...	...	...	...	...	...	18 0	14 0	13 4	15 0	16 0	16 0	...	...	...
21	Mymensingh	18 0	12 8	14 0	...	...	...	12 0	13 0	13 4	20 0	18 0	16 0	...	...	...

- A In sub-divisions retail prices of salt per rupee were:—Culna 14 seers, Outwa 13½ seers, and Hansegunge 13½ seers.
 B In Dinapore retail price of salt 12½ seers per rupee.
 C In Rampore 11½ retail price of salt 13 seers per rupee.
 D In sub-divisions retail prices of salt per rupee were:—Ghatal 14 seers, Tumlook 11 seers, and Contai 13 seers.
 E In sub-divisions retail prices of salt per rupee were:—Serampore 13 seers, and Jehanabad 13½ seers.
 F In sub-divisions retail prices of salt per rupee were:—Barasat and Barrackpore 12½ seers, Buxarhat 13 seers, Diamond Harbour (at Kulpiat 12½ seers), and Dinn-Dinn 12 seers.
 G In sub-divisions retail prices of salt per rupee were:—Koochies 12½ seers, Meherpore 12 seers, Choudanga 12½ seers, and Hanaghat 12½ seers.
 H In Barhura and Bagrihat retail price of salt 11 seers per rupee.
 I In sub-divisions retail prices of salt per rupee were:—Jhanda and Narai 12 seers and Magura 10½ seers.

PKRS OF 80 TOLANS.

MAJEA OR COMBU.
Pinnistum typho-
id (non.)

MARUA OR RAOI.
(Eleusine Coracana.)

PREVIOUS EDITION.
Next preceding return.
Corresponding return of last year.
Present return.
Next preceding return. ^a
Corresponding return of last year.

Ch./S. Ch./W. Ch./S. Ch./S. Ch./A. Ch.

	01	00	000	000	000
A20		000	078	000	000
A21		00	000	000	000
A22		000	000	000	000
A23		000	000	000	000
A24		00	000	000	000
A25		000	000	000	000
A26		00	000	000	000
A27		000	000	000	000
A28		000	000	000	000

0 135 1 '18 8 1 ... 1 ... 1 ...

[illegible][illegible]

KAROWI OR KARUR ITALIAN MILLET. (<i>Setaria italica</i> .)			GRAM, CHAM CHHOLA, KARAW OR SUNAG. (<i>Cler arifolius</i> .)		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.

S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
...	22 0	22 0	22 0
...	19 0	17 8	17 8
...	24 8	22 8	22 8
...	17 0	17 0	17 0
...	16 0	16 0	16 0
...	17 13	17 8	17 8
16 0	16 0	...	19 0	18 9	18 9
...	17 8	17 0	17 0
...	24 9	14 10	14 10
...	16 0	16 0	16 0
...	20 0	20 0	20 0
...	26 0	26 0	26 0
...	16 0	14 8	14 8
...	20 3	17 0	17 0
...	13 4	16 0	16 0
...	21 12	16 12	16 12
...	18 0	16 0	16 0
...	20 0	9 0	9 0
...	14 0	18 6	18 6
...	14 8	17 0	17 0
...	16 0	16 0	16 0
...	16 0	16 0	16 0
...	16 0	16 0	16 0

5806

Districts of Bengal during the Fortnight ending the 31st March 1886.

INDIAN-CORN OR MAIZE. (Zea Mays.)												ARAB OR THUR CAJANIN PEA. (Cajanus indicus)						FIRWOOD.						SALT.						WHOLESALE PRICES PER MAUND OF 40 SEERS.						DISTRICTS.		
Present return.			Next preceding return.			Corresponding return of last year.			Present return.			Next preceding return.			Corresponding return of last year.			Present return.			Next preceding return.			Corresponding return of last year.			Present return.			Next preceding return.			Corresponding return of last year.					
S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	S.	Ch.	Rs.	A. P.	Rs.	A. P.		Rs.	A. P.
...	Burdwan.
29	0	28	0	30	0	22	0	21	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Bankoora.
...	Beerbhoom.	
...	Midnapore.	
...	Hooghly.	
...	Howrah.	
19	15	19	15	11	10	19	15	19	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Central Districts
17	8	17	8	22	14	20	0	20	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Calcutta.	
...	24-Pergunnahs.	
...	Nudda.	
...	Khoolna.	
...	Jessore.	
...	Moorsheadabad.	
...	Tinagore.	
...	Rajshahye.	
...	Burghore.	
...	Hogra.	
...	Pabna.	
20	0	20	0	19	0	8	0	8	0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Derjessing.
...	Julpigurre.	
...	Eastern Districts	
...	Dacca.	
...	Furzedpore.	
...	Backergunge.	
...</					

J In sub-divisions retail prices of salt per rupee were:—Lalbagh and Kandi 12 seers and Jungipore 12½ seers.

K In Nattore and Nowgong retail price of salt 12 seers per rupee.

L In sub-divisions retail prices of salt per rupee were:—Gaisanda 10 seers, Kurigram 12 seers.

M In Seragunge retail price of salt 13 seers per rupee.

N At Singura retail price of salt 11½ seers per rupee.

O In Alipore sub-division (at Faltacotta) retail price of salt 12 seers per rupee.

P In sub-divisions retail prices of salt per rupee were:—Manickgunge 11 seers, Moonshigunge 10½ seers and Naraingunge 14 seers.

Q In sub-divisions retail prices of salt per rupee were:—Gostardo 12 seers and Madanpore 12½ seers.

R In sub-divisions retail prices of salt per rupee were:—Bakshali 10½ seers, Perazepore 11 seers.

S In sub-divisions retail prices of salt per rupee were:—Kishoregunge 10 seers 10½ chittacks, Attea 12 seers, Jamalpore 11 seers, Shorpoore 10 seers, and Netrakona 12½ seers.

PRICES-CURRENT (retail) of Food-grains, Firewood and Salt in the

Number.		DISTRICTS.	QUANTITIES PER RUPEE IN																			
			WHEAT.			BARLEY.			RICE, BEST SORT.			RICE, COMMON.			LOWAR OR CHOLUM. (Sorghu Vigars.							
			Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.		
Eastern Districts.—Concluded.																						
22	Chittagong	16 0	16 0	16 0	...	...	...	13 0	13 0	13 0	16 0	16 0	16 0	...	...	...	...	...	...
23	Noakholly	...	...	...	...	...	...	14 0	14 0	16 0	16 0	16 0	18 0	...	...	...	...	...	...
24	Tipperah	13 5	10 8	15 0	...	...	...	13 5	14 8	15 0	17 14	18 0	16 4	...	...	...	...	...	...
25	Chittagong Hill Tracts. Hill Tipperah	...	...	...	...	...	...	11 6	11 6	12 4	12 4	13 5	13 5	...	...	...	...	...	...
BEHAR.																						
26	Patna	21 0	21 0	21 0	28 0	28 0	32 0	11 8	11 8	10 8	17 0	17 0	21 0	28 0	...	...	...	...	...
27	Gya	18 0	17 0	18 8	26 0	28 8	24 0	9 0	9 0	9 0	16 0	16 0	13 0	20 0	22 0	...	...	...	...
28	Shahabad	18 0	16 8	19 0	27 0	25 0	25 0	8 0	8 0	9 0	16 0	17 0	14 8	24 0	22 0	...	...	...	...
29	Darbhanga	16 0	16 0	17 9	28 0	32 0	26 6	11 0	11 0	9 15	17 8	17 0	13 3	...	...	...	...	...	...
30	Muzaffarpore	16 0	16 0	20 0	30 0	24 0	26 0	13 0	13 0	12 0	16 0	17 0	14 0	...	...	...	...	...	...
31	Saran	17 0	18 0	18 8	28 0	28 0	25 0	8 4	8 8	8 8	18 0	18 0	17 0	...	28 0	31 0	...	...	...
32	Clumpran	18 0	18 0	16 0	26 0	25 0	30 0	10 8	11 8	11 0	13 8	18 0	15 0	...	...	...	...	...	...
33	Monghyr	28 1	16 13	21 0	31 8	27 12	23 1	11 9	11 0	10 8	16 12	16 12	13 1	24 2	...	...	...	...	...
34	Bhagalpore	21 7	16 6	18 15	30 5	31 9	27 12	15 2	15 2	12 0	17 10	17 11	15 0	...	...	...	...	...	...
35	Purneah	18 0	16 0	16 8	...	...	...	19 0	19 0	16 0	20 0	20 0	16 0	...	...	...	...	...	...
36	Maidah	21 0	17 0	20 0	...	...	...	10 0	10 0	12 0	22 0	22 0	16 0	...	...	...	...	...	...
37	Seethal Perga.	15 0	13 8	16 0	...	...	...	16 0	14 0	13 0	23 0	23 0	17 0	...	...	...	...	...	...
ORISSA.																						
38	Cuttack	15 12	16 12	21 0	...	...	...	10 8	10 8	13 8	15 12	15 12	19 11	...	...	...	...	...	...
39	Pooree	16 13	16 12	17 1	...	...	...	16 12	16 7	15 12	21 0	18 6	21 0	...	...	...	...	...	...
40	Balasore	20 0	22 0	16 0	11 0	11 0	11 0	15 0	15 0	14 0	24 0	25 0	26 0	...	...	...	...	...	...
CHOTA NAGPORE. South-Western Frontier Agency.																						
41	Hazareebagh	18 0	17 8	14 8	24 0	18 0	18 0	10 0	11 0	10 0	19 0	19 0	15 0	...	...	...	...	...	...
42	Lohardugga	20 0	18 0	18 0	23 0	20 0	24 0	19 0	19 0	16 0	22 0	22 0	18 0	...	...	...	...	...	...
43	Singbhoom	24 0	24 0	20 0	24 0	24 0	20 0	24 0	24 0	20 0	28 0	28 0	24 0	...	...	...	...	...	...
44	Manbhoom	16 0	16 0	17 0	32 0	...	30 0	16 0	16 0	15 0	27 0	26 0	19 0	...	...	...	...	...	...

* In the interior retail prices of common rice ranged from 15½ to 23½ annas per rupee.

T At Panchgachia in Fanny sub-division retail price of salt 10 annas per rupee.

U In sub-division retail prices of salt per rupee were:—Brahmunberiah 12½ annas, and Chandpore 12 annas.

V In sub-division retail prices of salt per rupee were:—Jehanabad 12 annas, Aurangabad 11½ annas and Nowada 10½ annas.

W In sub-division retail prices of salt per rupee were:—Buxar and Banerian 12 annas, and Bhambua 11 annas.

X In sub-division retail prices of salt per rupee were:—Madhubani 11 annas and Tappore 11½ annas.

Y In sub-division retail prices of salt per rupee were:—Bhambua 11 annas and Majepore 12½ annas.

Z In sub-division retail prices of salt per rupee were:—Bawan 11½ annas and Gopalgunge 11½ annas.

ZI In Bettiah retail price of salt 11½ annas per rupee.

SEED OF 80 TOLANS.

DARRA OR CUMBO. (<i>Pennisetum typho-</i> <i>idum.</i>)			MARUA OR RAGI. (<i>Holcus Cereus.</i>)		
Present return.	Next preceding return	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.

S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
...
...
...
...
...

26 0	26 0	...	26 0	26 0	...
...
...
...
...	...	...	18 0	20 0	...
...	...	...	20 0	22 0	...
...	...	...	23 0	23 0	35 0
...
...
...
...
...
...
...
...
...

...	...	...	27 0	27 0	28 0
...	...	...	28 0	28 0	28 0
...
...

KANGHI OR KAKHI ITALIAN MILLET. (<i>Setaria italica</i>)	GRAM, CHANA, CHHOLA, KADALAY, OR NUNAGA. (<i>Cicer arisotinum</i> .)
--	--

Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
-----------------	------------------------	------------------------------------	-----------------	------------------------	------------------------------------

S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
...	14 8	14 0	14 0
...	13 8	13 8	13 8
...	16 0	16 0	16 10
...
...	12 0	12 0	14 0

...	...	...	37 0	33 0	34 0
16 0	17 8	...	30 0	18 0	30 0
...	...	...	32 0	31 8	31 0
30 0	30 0	...	28 0	24 0	30 0
14 0	...	...	21 0	19 0	21 0
15 8	16 0	...	20 0	21 0	20 0
...	...	...	18 0	19 0	18 0
31 0	33 0	...	37 14	30 0	34 2
...	...	...	25 4	31 7	23 11
...	...	...	20 0	16 0	18 0
...	...	...	30 0	32 8	24 0
...	...	...	21 0	20 0	19 0

...	...	...	19 11	19 11	21 0
...	...	...	18 13	11 13	19 11
...	...	...	16 0	15 13	16 0

...	...	...	19 0	16 0	16 4
...	...	...	20 0	14 0	16 0
...	...	...	20 0	13 0	16 0
...	...	...	20 0	20 0	20 0

Districts of Bengal during the Fortnight ending the 31st March 1886—(Concluded.)

INDIAN-CORN OR MAIZE. (Zea Mays.)			ARHAR OR TUR CADJAN PEA. (Cajanus indicus.)			FIRWOOD.			SALT.			SALT.			DISTRICTS.
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	

Eastern Districts.—Concluded.

Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	Rs.	A.	P.	DISTRICTS.
...	9 0	9 0	9 0	100 0	100 0	120 0	12 0	12 0	12 0	3 2	0 3	4 0	Chittagong.
...	11 0	11 0	10 0	3 4	0 3	4 0	Noakholly.
...	10 0	11 0	...	...	...	...	12 0	12 0	12 8	3 3	0 3	3 0	Tipperah.
...	320 0	320 0	320 0	8 0	...	8 0	4 8	0 4	8 0	Chittagong Hill Tracts.
...	16 0	16 0	...	...	...	...	11 0	11 0	11 0	3 4	0 3	4 0	Hill Tipperah.

BEHAR.

23 0	24 0	30 0	27 0	27 0	...	120 0	120 0	100 0	11 8	11 8	12 0	3 1	6 3	1 6	Patna.
...	...	...	23 0	22 8	...	200 0	180 0	200 0	11 0	11 0	11 0	3 5	0 3	5 0	Gya.
28 0	22 8	24 0	16 0	16 0	...	160 0	160 0	120 0	12 8	12 8	13 0	3 2	0 3	2 0	Shahabad.
20 7	23 0	25 4	20 0	20 0	20 0	160 0	160 0	284 0	11 8	11 8	12 0	3 4	0 3	4 0	Darbhanga.
27 0	27 0	28 0	23 0	22 0	22 0	140 0	140 0	110 0	13 0	12 0	12 0	3 4	0 3	4 0	Mosufferpore.
27 8	16 0	30 8	24 0	24 0	...	160 0	160 0	160 0	11 0	12 0	11 4	3 1	6 3	1 6	Saran.
30 0	28 0	39 0	...	...	...	...	...	...	13 0	13 0	12 0	3 2	0 3	4 0	Champarn.
26 4	24 0	27 5	21 0	21 0	...	126 0	126 0	126 0	13 2	13 2	13 2	2 14	6 2	14 6	Monghyr.
21 7	21 7	27 12	10 13	24 0	...	176 12	175 4	151 8	12 10	12 10	12 10	2 15	0 2	15 0	Bhagalpore.
...	...	...	17 0	20 0	...	160 0	160 0	160 0	11 0	10 8	10 0	3 7	0 3	10 0	Purneah.
...	...	...	...	...	...	160 0	160 0	160 0	12 0	12 0	10 8	3 4	0 3	4 0	Mahab.
20 0	28 0	25 0	24 0	25 0	...	200 0	200 0	200 0	12 8	12 13	11 4	3 2	0 3	0 9	Sontal Pergna.

ORISSA.

...	...	...	...	...	...	80 0	80 0	80 0	14 0	14 0	14 0	2 12	0 2	12 0	Cuttack.
...	...	...	17 1	15 12	...	80 0	80 0	90 0	14 7	14 7	16 0	2 10	0 2	10 0	Poores.
...	...	...	4 0	14 0	...	160 0	160 0	120 0	10 8	10 8	10 0	3 8	0 3	8 0	Balnore.

CHOTA NAGPORE.

South-Western Frontier Agency.

23 0	23 0	20 0	19 0	20 0	...	240 0	240 0	320 0	10 0	10 0	10 0	3 8	0 3	6 0	Hazaribagh.
20 0	20 0	16 0	20 0	18 0	...	120 0	120 0	120 0	10 8	10 8	10 0	3 8	0 3	8 0	Lohardugga.
...	...	21 0	21 0	...	...	360 0	360 0	160 0	9 0	9 0	9 0	4 0	0 4	0 0	Singbhoon.
...	...	20 0	20 0	...	...	240 0	240 0	340 0	11 10	11 10	10 10	3 4	0 3	4 0	Mauchoom.

- 23 In sub-divisions retail prices of salt per rupee were:—Bogusrai 11 seers, and Jamui 11½ seers.
 26 In sub-divisions retail prices of salt per rupee were:—Banks 12½ seers, Mirzapur 1½ seers, and Sonpore 11 seers.
 24 In sub-divisions retail prices of salt per rupee were:—Kishengunge 10 seers and Arratoh (at Rangunge) 12 seers.
 26 In sub-divisions retail prices of salt per rupee were:—Deoghur 13 seers, Rajmahal and Pakour 12 seers and Godda 11 seers.
 26 In Khoorda retail price of salt 14 seers per rupee.
 27 In Buxar retail price of salt 2½ seers per rupee.
 28 At Kharagpura in Girah sub-division retail price of salt 12 seers per rupee.
 29 In Durgapore retail price of salt 12 seers per rupee.

Published for general information.

P. NOLAN,
Offy. Secy. to the Govt. of Bengal.

PRICES-CURRENT (wholesale) of Food-grains, Firewood, and Salt in the

Number	PLACES.	WHEAT			BARLEY.			RICE, BEST SORT.			RICE, COMMON.		
		Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
		R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.
1	Calcutta	2 10 0	2 10 0	2 8 0	2 0 0	1 14 0	1 15 0	5 6 0	5 12 0	4 12 0	4 4 0	4 8 0	3 8 0
2	Serajgunge	2 0 0	2 0 0	2 12 0	...	...	...	4 2 0	4 2 0	4 8 0	2 0 0	1 14 0	2 8 0
3	Dacca	2 8 0	3 0 0	2 8 0	1 6 0	1 10 0	1 4 0	2 12 0	2 9 0	2 8 0	2 4 0	2 6 0	2 6 0
4	Narainpore	...	...	...	...	...	...	2 7 6	...	2 8 0	2 3 0	...	2 4 0
5	Chittagong	2 6 0	2 6 0	2 8 0	...	...	...	2 14 0	3 0 0	3 0 0	2 7 0	2 8 0	2 8 0
6	Patna	1 13 0	1 13 0	1 13 0	1 6 3	1 5 3	1 3 0	3 0 0	3 0 0	3 5 0	2 2 0	2 2 0	1 10 0
7	Balasore	1 15 0	1 12 0	2 6 0	3 2 0	3 2 0	3 2 0	2 8 0	2 8 0	2 12 0	1 9 0	1 8 0	1 6 0
8	Pooree	...	...	...	...	...	...	...	...	...	...	2 1 0	1 14 0
9	Cuttack	2 5 0	2 5 0	1 11 0	...	...	...	3 10 0	3 10 0	3 0 0	2 5 0	2 5 0	1 14 0

* Price of common rice shown under "present return" is apparently wrong and will be published after correction.

CALCUTTA,
The 6th April 1886.

PRICES PER MAUND

OWAR OR CHOLU. (Sorghum Vulgare.)			BAJRA OR CUMBU. (Pennisetum typhoides.)		
Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
L.A.P.	R.A.P.	R.A.P.	L.A.P.	R.A.P.	R.A.P.
	3 12 03	4 03 00	3 03 80	3 80 30	3 80 30

60	...	1 60 1 60	...	...	...

584a

OF 40 SEEDS.

MARUA OR RAGI.
(Eleusine Corocana.)

KANONI OR KAKU.
ITALIAN MILLET.
(Setaria Italica.)

Present return.	Next preceding return.	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.
R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.
...	240	240	...
...
...
...
...
...
160	160	...	...	...	...
...
...
...

5846

undermentioned Marts of Bengal during the Fortnight ending the 31st March 1886.

GRAM, CHANA, OHHOLA, KADALAY OR SURAGA. (Cicer Arictinum.)			INDIAN-CORN OR MAIZE. (Zea Mays)			ARHAR OR TUR PAIJAN PRA. (Cajanus indicus.)			FIREWOOD			SALT			MARTS.
Present return	Next preceding return	Corresponding return of last year.	Present return.	Next preceding return	Corresponding return of last year.	Present return.	Next preceding return	Corresponding return of last year.	Present return.	Next preceding return.	Corresponding return of last year.	Present return	Next preceding return.	Corresponding return of last year.	
R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	R. A. P.	
2 0 0	2 2 0	2 0 0	2 0 0	2 0 0	3 4 0	2 0 0	1 15 0	..	0 6 0	0 6 3	0 6 0	2 12 0	2 11 0	2 12 0	Calcutta.
2 0 0	2 0 0	2 0 0	...	...	...	...	...	...	...	...	...	2 8 0	2 12 0	3 0 0	Serajunga.
2 8 0	2 4 0	2 6 0	...	...	...	...	...	...	0 5 0	0 5 0	0 8 0	3 2 0	3 1 0	3 0 0	Dacca.
2 4 10	...	2 8 0	...	...	...	1 14 8	...	...	0 8 0	...	0 8 0	2 13 6	...	2 14 0	Narsingur.
2 12 0	2 10 0	2 12 0	...	...	...	4 0 0	4 0 0	4 0 0	0 6 0	0 6 0	0 4 0	3 2 0	3 4 0	3 2 0	Chittanong.
1 6 0	1 11 0	1 10 0	1 11 0	1 7 0	1 4 0	1 6 0	1 6 0	...	0 4 6	0 4 6	0 5 0	3 1 0	3 1 0	3 0 0	Patna.
2 9 0	2 8 0	2 8 0	...	...	...	2 12 0	2 12 0	...	0 3 6	0 3 6	0 4 0	3 6 0	3 8 0	3 12 0	Balaore.
...	...	...	...	...	...	...	...	...	...	...	...	2 10 0	2 10 0	2 7 0	Pooree.
2 0 0	2 0 0	1 11 0	...	...	...	...	...	...	0 8 0	0 8 0	0 8 0	2 12 0	2 12 0	2 12 0	Cuttack.

Published for general information

P. NOLAN,
Offg. Secy. to the Govt. of Bengal.

Meteorological Report of the Province of Bengal.

METEOROLOGICAL DIVISION.			STATION OBSERVATIONS.													
			AIR PRESSURE.			WIND.		TEMPERATURE.								
			Mean barometric height, 10 A.M.	Mean reduced to sea-level.	Variation from mean.	Prevailing direction.	Mean wind velocity.	Highest during week.	Date.	Lowest during week.	Date.	Mean maximum temperature.	Mean minimum temperature of week.	Mean daily temperature of week.	Variation from normal mean of week.	Mean 10 A.M.
UNION.	Poorce	Gopalnere	29.850	29.906	—	SSW	857	84.2	27th	28th	78.8	29.30, 31 Mar. & 1st April	83.3	77.4	80.3	—
		False Point	29.867	29.888	—0.026	SW	308	88.0	29th		73.0	30th Mar.	87.1	77.2	82.2	—0.9
	Cuttack	Cuttack	29.794	29.875	—0.048	SSW	127	104.4	30th		75.3	31st	88.0	76.7	87.3	—0.3
	Balasore	Balasore	29.844	29.906	—	SW	151.4	94.4	1st, 2nd	April	69.9	27th, 28th Mar.	90.1	73.0	81.6	—
	South-West Midnapore	Saugor Island	29.851	29.877	—0.034	S. SSW	381	88.2	2nd		73.0	29th	86.0	77.4	82.0	—1.2
	South 24 Pargannas	Midnapore	29.718	29.808	—	SW	134.5	101.3	1st		69.7	29th	94.6	72.7	83.7	—
	24 Pargannas	Calcutta	29.850	29.871	—0.023	SSW	182	92.5	2nd		67.7	29th	89.9	72.7	81.3	—2.8
	Howrah	Howrah	29.780	29.882	—0.001	NW	100.6	97.7	1st, 2nd	April	69.4	29th	91.9	73.6	82.7	—3.0
	Bankura	Bankura	29.683	—	—	Variable	10.0	99.1	2nd		69.1	29th	90.2	72.6	81.4	—
	Baranpore	Baranpore	29.643	—	—	SW	94.6	103.6	1st		68.8	29th	94.8	71.6	83.2	—
SOUTH-WEST BENGAL.	West Bardwan	West Bardwan	29.818	29.831	+0.000	SW	122.3	97.2	1st		64.7	28th	90.5	71.3	80.9	—4.6
	Moorshedabad	Krishnapore	29.822	—	—	Variable	63.5	94.9	2nd		64.2	28th	89.0	71.6	80.3	—
	Jessore	Jessore	29.848	29.882	—0.011	SW	110.4	93.5	2nd		64.5	28th	89.0	73.4	81.2	—3.6
	Chittagong	Chittagong	29.856	29.947	+0.010	SE	151	84.1	2nd		65.5	29th	81.9	70.2	76.1	—3.8
	Chittagong Hill Tracts	Demagiri							Observations not received.							
	Barisal	Barisal	29.878	29.922	—	S	?	85.3	31st Mar.	65.0	29th	85.4	72.0	76.7	—	
	Noakhali	Noakhali	29.878	29.922	—	S	?	85.3	2nd April	63.9	29th	83.2	71.6	77.3	—	
	Furzedpore	Furzedpore	29.851	—	—	S	179.9	92.3	27th Mar.	?	—	87.3	?	?	—	
	Dacca	Dacca	29.882	29.905	+0.016	SW	192	90.3	2nd April	63.9	28th	85.3	71.2	78.3	—4.4	
	Tipperah	Comilla	29.870	29.906	—	SE	76.5	87.4	2nd		63.9	29th	85.4	69.3	77.3	—
SOUTH BENGAL.	Mymensingh	Mymensingh	29.865	—	—	ESE	134.7	98.3	27th Mar.	63.1	30th	87.3	68.0	77.6	—	
	Bogra and Pabna	Bogra	29.794	—	—	Easterly	?	95.8	1st April	63.3	29th	89.5	68.2	78.9	—	
		Sherajunge	29.885	29.932	—	Variable	138.8	93.0	1st		62.9	28th	85.0	69.7	77.4	—
	Rajshahi	Rampore	29.775	29.843	—	Southerly	50.1	98.4	31st Mar.	69.7	28th	93.9	65.9	79.9	—	
	Maldah	Maldah	29.690	—	—	Variable	48.3	89.9	27th		60.8	2nd April	89.1	66.1	77.1	—
	Dinapore	Dinapore	29.737	29.854	—	NE	131	98.1	2nd April	63.7	27th Mar.	90.4	65.7	78.1	—	
	Kumtore	Kumtore	29.761	29.838	—	W	160.3	96.3	2nd		62.4	28th	86.9	65.7	75.8	—
	Jalpaiguri	Jalpaiguri	29.891	29.884	—	E	205.5	94.0	2nd		67.9	2nd April	86.1	69.6	75.3	—
	Cooch Behar	Cooch Behar	29.849	—	—	WSW	274.2	93.6	2nd		40.0	27th Mar.	60.3	43.7	49.5	—
	Purnea	Purnea	29.757	29.885	+0.023	Calm	192	98.7	2nd		?	—	92.3	?	?	?
SOUTH BENGAL.	South Bhagulpore	South Bhagulpore	29.880	29.885	—	E	—	—	—	—	—	—	—	—	—	—
	Muzaffarpore	Muzaffarpore	29.680	29.845	—	E	—	—	—	—	—	—	—	—	—	—
	Darbhanga	Darbhanga	29.761	29.871	+0.032	ESE	253.7	95.4	1st		63.9	2nd April	90.3	67.0	78.4	—1.0
	Chhapra	Motihari	29.616	29.847	—	ESE	191.4	95.9	1st		56.9	2nd	91.0	63.3	77.2	—
	Barua	Chupra	29.653	—	—	SE	103.3	99.5	2nd		64.1	2nd	94.3	67.3	80.1	—
		Dehree	29.519	29.874	—	SE	294.9	97.3	30th Mar.	69.0	30th Mar.	94.2	64.1	79.2	—	
	Shahabad	Muzar	29.664	29.846	—	WNW	167.2	100.4	1st April	60.3	30th	93.0	68.2	81.0	—	
		Arrah	29.689	29.837	—	SE	117.2	100.9	1st		62.6	2nd April	94.9	67.8	81.1	—
	Gya	Gya	29.607	29.846	—0.032	Variable	69.5	101.2	1st		59.9	2nd	90.7	62.4	78.6	—2.3
	Patna	Patna	29.681	29.886	+0.002	ESE	82.2	97.7	31st Mar.	62.7	30th Mar.	93.6	63.3	81.0	—2.8	
SOUTH BENGAL.	South Bhagulpore	South Bhagulpore	29.882	29.846	—	E & W	35.1	96.4	2nd April	67.0	29th	91.4	69.7	80.9	—	
	Monghyr	Monghyr	29.853	—	—	Calm	77.6	99.7	1st		69.4	28th	93.6	69.6	81.2	—
	South Pargannas	South Pargannas	29.849	29.845	—0.023	SW	164.9	97.3	1st		62.3	28th	91.1	67.2	79.2	—1.2
	Barisal	Barisal	29.751	29.842	—	Variable	739.3	97.5	1st		60.9	29th	91.1	63.2	79.2	—
	Chittagong	Chittagong	29.856	—	—	SE	54.1	102.9	1st		69.7	30th, 31st Mar.	97.3	71.3	84.4	—

Explanation.—Summary.—The normal means of air pressure and temperature are the arithmetical averages of means of the readings during the year. The humidity of the atmosphere is expressed as a percentage, saturation air being represented by 100. A clear day is denoted by 0 and an overcast day by 100. The normal means of the rainfall are the arithmetical means or averages of the rainfall in that district determined from the returns sent in by the district (p. 4) from the total rainfall at the sub-divisional stations in the district sending in returns divided by the number of stations.

* Means for six days.

the week ending Friday, the 2nd of April 1886.

DISTRICT OBSERVATIONS.														Representative station.	DISTRICT	METEOROLOGICAL DIVISION	
No.	At 10 A. M.	Average cloud amount at 10 A. M. for week.	Rainfall of week at observing stations.	RAINFALL.													
				Of week.			Since 1st of March.			Since 15th May 1885.			Average number of rainy days.				Normal number of rainy days.
				Mean for district.	Normal mean.	Variation.	Mean for district.	Normal mean.	Variation.	Mean for district.	Normal mean.	Variation.					
61	1'0	Nil	—	—	—	—	—	—	—	—	—	—	—	Gopaldore	Poorer	NORTH-WEST PROVINCE	
62	6'7	2'11	0'84	0'13	2'74	0'74	+2'60	43'52	58'70	-15'18	1'0	0'5	1'0	0'5	False Point		Poorer
63	3'4	0'10	0'51	0'13	4'16	0'86	+3'30	47'30	55'97	-8'67	1'2	0'4	1'2	0'4	Cuttack		Cuttack
64	5'1	2'20	1'54	0'20	4'61	1'11	+3'50	55'42	56'34	-0'92	2'8	0'6	2'8	0'6	Halsore		Halsore
65	5'3	2'95	1'88	0'27	4'51	1'07	+3'44	73'69	65'34	+8'35	1'7	0'5	1'7	0'5	Nagpur Island	South-West Midnapore	NORTH-WEST PROVINCE
66	2'6	0'22	0'65	0'21	1'82	1'57	+0'25	77'66	52'54	+25'12	1'7	0'5	1'7	0'5	Midnapore	Midnapore	
67	5'3	1'15	1'52	0'26	3'04	1'37	+1'67	63'77	54'10	+9'67	1'6	0'6	1'6	0'6	Calcutta	Howrah	
68	2'7	0'70	1'25	0'20	2'00	1'10	+1'90	55'00	48'33	+6'67	1'7	0'6	1'7	0'6	Burdwan	Burdwan	
69	2'4	0'20	0'44	0'17	1'01	1'06	+0'05	70'54	51'38	+19'16	1'3	0'4	1'3	0'4	Bankura	Bankura	NORTH-WEST PROVINCE
70	2'6	0'3	0'4	0'14	1'02	+0'57	+0'45	62'00	52'45	+9'55	1'0	0'4	1'0	0'4	Raneesganje	Beerbhoom	
71	5'6	1'10	1'54	0'27	1'00	0'76	+1'24	52'80	50'47	+2'33	1'2	0'5	1'2	0'5	Bernampore	Moorshedabad	
72	5'3	3'58	2'24	0'45	3'47	1'50	+1'97	60'15	51'33	+8'82	1'4	0'5	1'4	0'5	Krishnagar	Nuddea	
73	0'4	3'30	2'00	0'41	4'78	1'80	+2'98	62'14	56'35	+5'79	2'0	0'5	2'0	0'5	Jessore	Jessore	NORTH-WEST PROVINCE
74	8'7	3'80	4'50	0'27	0'97	1'74	+5'23	141'07	114'03	+27'04	1'0	0'3	1'0	0'3	Chittagong	Chittagong	
75	0'3	2'40	0'65	0'10	2'45	+2'35	+3'34	77'60	80'17	-2'57	3'0	0'9	3'0	0'9	Dumakiri	Chittagong Hill Tracts	
76	4'51	3'50	0'31	0'31	5'04	1'80	+3'18	88'24	80'69	+7'55	3'3	0'9	3'3	0'9	Barrisal	Bacergunge	
77	0'4	4'02	3'82	0'00	6'31	3'01	+3'30	104'07	113'71	-9'64	4'0	1'2	4'0	1'2	Noakholly	Noakholly	NORTH-WEST PROVINCE
78	6'0	0'48	1'00	0'50	3'20	2'62	+0'58	66'33	59'36	+6'97	2'0	1'0	2'0	1'0	Furriedpore	Furriedpore	
79	8'6	3'64	2'88	0'75	4'74	2'84	+1'90	55'04	64'05	-9'01	2'3	1'4	2'3	1'4	Dacca	Dacca	
80	5'9	1'98	2'59	0'08	3'74	4'08	-0'30	—	70'22	-0'86	2'5	1'6	2'5	1'6	Commillah	Tippereh	
81	7'4	1'31	1'50	0'44	1'87	3'05	-0'16	68'07	67'42	+0'65	2'8	1'1	2'8	1'1	Mymensingh	Mymensingh	NORTH-WEST PROVINCE
82	0'0	drops	1'08	0'26	1'17	0'91	+0'26	54'07	58'34	-4'27	1'0	0'5	1'0	0'5	Bogra	Bogra and Palna	
83	7'0	1'17	1'30	0'41	2'26	1'54	+0'72	60'92	55'55	+5'37	2'0	1'0	2'0	1'0	Serajgunge	Bogra and Palna	
84	4'1	1'58	1'20	0'25	1'58	0'70	+0'88	67'81	54'12	+13'69	1'0	0'6	1'0	0'6	Ramnore Beaulah	Rajshahye	
85	4'0	1'23	—	—	—	—	—	—	—	—	—	—	—	—	Maldah	Maldah	NORTH-WEST PROVINCE
86	2'7	0'05	0'26	0'15	0'51	0'36	-0'11	50'00	56'11	-6'11	1'0	0'3	1'0	0'3	Dinapore	Dinapore	
87	5'0	Nil	1'02	0'47	1'08	1'60	-0'52	60'50	76'04	-15'54	1'2	0'8	1'2	0'8	Rungpore	Rungpore	
88	2'0	0'46	1'83	0'00	1'98	2'03	-0'05	107'72	113'06	-5'34	3'2	1'1	3'2	1'1	Jalpaigore	Jalpaigore	
89	5'7	1'50	1'15	1'37	1'55	2'00	-1'14	150'35	154'24	-3'89	2'0	2'0	2'0	2'0	Darjeeling	Darjeeling Hill District	NORTH-WEST PROVINCE
90	3'6	0'04	0'21	0'16	0'35	0'50	-0'17	40'40	58'33	-17'93	0'3	0'3	0'3	0'3	Purnea	Purnea	
91	6'0	Nil	Nil	0'11	0'70	0'50	+0'20	44'70	42'97	+1'73	0'0	0'2	0'0	0'2	Moxuffpore	Moxuffpore	
92	5'9	0'08	0'45	0'04	0'09	0'33	-0'24	50'44	43'45	+6'99	0'3	0'2	0'3	0'2	Dumkuma	Dumkuma	
93	6'4	0'04	Nil	0'00	0'50	0'43	+0'07	58'42	45'61	+12'81	0'0	0'4	0'0	0'4	Motinar	Dumkuma	NORTH-WEST PROVINCE
94	2'4	0'02	0'65	0'07	0'15	0'23	-0'08	45'03	42'46	+2'57	0'7	0'3	0'7	0'3	Onupra	Sarat	
95	3'0	Nil	—	—	—	—	—	—	—	—	—	—	—	—	Dentee	—	
96	1'6	Nil	Nil	0'03	0'70	0'36	+0'30	43'37	40'02	+3'35	0'0	0'2	0'0	0'2	Guzar	Shahabad	
97	2'0	0'02	—	—	—	—	—	—	—	—	—	—	—	—	Arrah	—	NORTH-WEST PROVINCE
98	2'3	0'40	0'02	0'07	1'54	0'34	+1'20	50'54	40'36	+10'18	0'5	0'3	0'5	0'3	Gya	Gya	
99	3'4	Nil	Nil	0'06	0'35	0'28	+0'07	43'80	40'80	+3'00	0'0	0'2	0'0	0'2	Bankipore	Patna	
100	2'9	0'07	0'00	0'04	0'40	0'30	+0'10	48'30	42'50	+5'80	0'5	0'2	0'5	0'2	Onaupore	South Bhagalpur	
101	1'9	0'70	0'47	0'06	1'02	0'52	+0'50	61'87	49'69	+12'18	1'0	0'2	1'0	0'2	Boonika	South Bhagalpur	NORTH-WEST PROVINCE
102	2'3	Nil	Nil	0'03	2'40	0'94	+1'46	60'00	49'32	+10'68	0'0	0'3	0'0	0'3	Chaurianga	Chaurianga	
103	1'0	0'23	0'20	0'13	1'41	0'90	+0'51	51'94	48'07	+3'87	1'0	0'4	1'0	0'4	Ranchee	Chaurianga	
104	0'9	drops	Nil	0'33	1'20	1'38	-0'18	54'90	54'71	+0'19	0'0	0'3	0'0	0'3	Chyabacca	Singur	

For the past ten years. The variation are negative when the mean for the week is less than the corresponding normal mean, and positive when greater. The number denoting cloud amount represents the part of the sky covered, the whole sky being taken as 100. Under the head "District" are given the means for the period in question during the past 12 years. The means of the district are the numerical averages of the rainfall from 1874 to 1885 on which at least hundredths of an inch fell.

Statement of Rainfall in Bengal for the week ending Friday (6 p.m.), the 2nd of April 1886.

Meteorological division.	District.	Station.	RAINFALL.							TOTAL.		Total rain-fall since 1st of March.	Average total rain-fall from 1st of March.	Total rain-fall since 1st of May, 1885.	Average rain-fall from 1st of May to date.	
			Saturday, 27th March.	Sunday, 28th March.	Monday, 29th March.	Tuesday, 30th March.	Wednesday, 31st March.	Thursday, 1st April.	Friday, 2nd April.	Number of rainy days.	of Rainfall week.					
NORTH-BENGAL.	Purboe	Purboe	0.54	.....	.....	.....	.....	.....	0.03	Nil	Nil	1.60	0.50	30.24	1.50
		Khardah	.....	.....	0.08	.....	.....	.....	.....	2	0.57	1.95	0.45	45.72	1.50
		Banpur	.....	.....	.....	.....	.....	.....	.....	1	2.11	3.12	0.48	44.24	1.50
		False Point	.....	.....	2.11	.....	.....	.....	.....	1	2.11	3.12	0.48	44.24	1.50
		Hookitola	.....	.....	.....	.....	.....	.....	.....	1	2.11	3.12	0.48	44.24	1.50
	Outrigger	Gop	0.60
		Pipli
		Jagatsingapore	.....	.....	1.30	.....	.....	.....	.....	1	1.30	2.60	0.72	45.30	1.50
		Banki	1.75	.....	0.02	.....	.....	.....	0.24	3	2.11	6.00	0.94	45.94	1.50
		Kendrapara	.....	.....	0.73	.....	.....	.....	.....	1	0.73	2.62	0.77	42.38	1.50
SOUTH-BENGAL.	Malabar	Jaipore	.....	0.28	0.15	.....	.....	.....	.....	2	0.43	2.73	1.04	43.70	1.50
		Dharmasalla	.....	0.12	0.28	0.05	.....	.....	0.20	4	1.11	4.87	1.24	43.70	1.50
		Salsipore	.....	0.60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		Chandball	.....	.....	.....	.....	.....	.....	.....	2	2.10	6.62	1.12	45.30	1.50
		Bhundruck	2.00	0.10	.....	.....	.....	.....	.....	3	1.58	4.12	1.35	48.45	1.50
	Midnapore	Sorah	0.83	0.71	0.04	.....	.....	.....	.....	4	2.07	5.77	1.24	48.45	1.50
		Raisore	.....	0.05	0.05	.....	.....	0.40	.....	1	0.84	2.67	0.80	45.10	1.50
		Jellapore	.....	0.84	.....	.....	.....	.....	.....	1	0.84	2.67	0.80	45.10	1.50
		Baripodah	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		Contal	.....	0.13	2.17	.....	.....	.....	.....	2	2.30	5.59	0.75	73.02	1.50
SOUTH-BENGAL.	Diamond Harbour	Saugor Island	.....	2.05	.....	.....	.....	.....	.....	1	2.05	6.62	0.77	48.45	1.50
		Tumlook	.....	1.70	0.10	.....	.....	.....	.....	2	1.80	5.40	1.05	70.75	1.50
		Midnapore	.....	0.14	.....	.....	.....	.....	.....	1	0.19	0.94	1.51	73.21	1.50
		Chattal	0.01	0.44	.....	.....	.....	.....	.....	2	0.45	1.01	1.51	73.21	1.50
		Deeg	0.04	0.38	0.12	.....	.....	.....	.....	3	1.14	2.23	1.51	73.21	1.50
	Diamond Harbour	Heria	.....	.....	0.46	.....	.....	.....	.....	1	0.46	1.50	1.50	73.21	1.50
		Rhanswarpore	.....	1.44	0.31	.....	.....	.....	.....	2	1.73	2.53	1.50	73.21	1.50
		Garbeta	0.10	0.35	.....	.....	.....	.....	.....	2	1.3	3.53	1.50	73.21	1.50
		Diamond Harbour	.....	0.11	0.27	.....	.....	.....	.....	2	0.38	1.54	1.47	61.28	1.50
		Canning Town	.....	1.14	.....	.....	.....	.....	.....	1	1.14	2.68	1.47	61.28	1.50
SOUTH-BENGAL.	Diamond Harbour	Atipore Jail	.....	1.18	0.08	.....	.....	.....	.....	2	1.26	2.68	1.47	61.28	1.50
		Darrackpore	.....	0.75	0.28	.....	.....	.....	.....	2	1.03	3.0	1.45	61.17	1.50
		Dum-Dum	.....	1.02	.....	.....	.....	.....	.....	1	1.02	2.44	1.42	64.17	1.50
		Barasat	.....	1.00	.....	.....	.....	.....	.....	1	1.00	3.18	1.38	58.19	1.50
		Husehat	2.10	2.45	.....	.....	.....	.....	.....	2	4.55	0.12	1.91	59.47	1.50
	Diamond Harbour	Husehat	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		Husehat	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		Husehat	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		Husehat	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		Husehat	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
SOUTH-BENGAL.	Diamond Harbour	Husehat	
		Husehat	
		Husehat	
		Husehat	
		Husehat	
	Diamond Harbour	Husehat	
		Husehat	
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		Husehat	
SOUTH-BENGAL.	Diamond Harbour	Husehat	
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		Husehat	
	Diamond Harbour	Husehat	
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SOUTH-BENGAL.	Diamond Harbour	Husehat	
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	Diamond Harbour	Husehat	
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SOUTH-BENGAL.	Diamond Harbour	Husehat	
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	Diamond Harbour	Husehat	
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SOUTH-BENGAL.	Diamond Harbour	Husehat	
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	Diamond Harbour	Husehat	
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SOUTH-BENGAL.	Diamond Harbour	Husehat	
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	Diamond Harbour	Husehat	
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SOUTH-BENGAL.	Diamond Harbour	Husehat	
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		Husehat	
		Husehat	
	Diamond Harbour	Husehat	
		Husehat	
		Husehat	

Statement of Rainfall in Bengal for the week ending Friday (6 p.m.), the 2nd of April 1886—contd.

Meteorological division.	District.	Station.	RAINFALL.							TOTAL.		Total rain- fall since 1st of March.	Average total rain- fall from 1st of March.	Total rain- fall since 15th May 1885.	Average rainfall from 15th May 1885 to date.
			Saturday, 27th March.	Sunday, 28th March.	Monday, 29th March.	Tuesday, 30th March.	Wednesday, 31st March.	Thursday, 1st April.	Friday, 2nd April.	Number of rainy days.	of Rainfall week.				
EAST BENGAL —contd.	Noakholly	Gournaddi ...	0.23	2.15	0.55	1.03	4	3.99	5.19	?	?	?
		Bauphal	3.02	1.17	4	3.99	5.19	?	?	?
		Noakholly ...	0.07	1.90	2.12	0.02	4	4.11	5.49	3.45	100.48	114.33
		Fenny ...	0.32	1.03	0.80	0.41	4	3.22	6.92	1.55	102.41	112.76
	Furriedpore...	Harisporo (Sondip). ...	1.3	1.4	1.32	4	3.97	3.95	?	?	?
		Ranganj ...	0.14	2.22	0.11	0.90	4	3.97	3.95	?	?	?
		Furriedpore ...	0.06	1.20	0.34	3	2.29	2.90	2.02	61.91	80.08
		Goalundo ...	0.43	1.38	2	1.80	4.30	1.87	68.79	80.02
	Dacca	Munshigunge	1.30	1.33	10	2.63	4.51	4.17	63.45	70.07
		Dacca	2.35	1.28	3	3.58	5.09	2.74	59.33	62.79
		Narsingunge	1.59	1.29	0.10	3	2.48	4.82	1.64	68.50	?
		Manickgunge	1.12	1.10	0.21	3	2.43	4.62	1.64	73.14	82.60
	Tipperah	Joydebpore ...	0.70	1.03	2	1.73	2.88	?	?	?
		Comilla ...	0.80	1.21	0.10	0.09	4	1.90	3.49	3.74	84.45	81.37
		Chandpore	2.00	0.40	2	3.30	3.58	3.11	89.65	83.84
		Brahmunbaria	1.54	1.25	2	3.30	3.58	3.11	89.65	83.84
	Mymensingh.	Ramchandra- pore.	0.08	0.80	2.05	3	4.15	0.26	?	?	?
		Nasirnagar..	1.74	2.1	?	?	?	?	?	?
		Isadkandi	1.75	1.14	2	3.42	5.87	?	?	?
		Kashu	1.75	1.07	2	3.42	5.87	?	?	?
	Mymensingh.	Laksham	0.93	1.56	2	2.49	3.04	?	?	?
		Kishoregunge	0.12	0.44	0.12	0.05	0.44	5	1.75	3.32	3.20	71.23	71.02
		Atia (Tangail)	0.14	1.00	0.08	2	1.14	1.23	1.31	61.67	58.77
		Mymensingh	1.06	0.02	0.08	3	1.14	1.30	2.02	72.21	72.2
Mymensingh.	Jamulpore	.....	2.22	.....	.....	.....	.....	.....	3	2.22	2.34	1.50	66.90	65.34
	Netrokona	.....	0.84	.....	.....	.....	.....	0.12	1	0.84	1.58	?	70.39	?
	Subornakhally	.....	0.03	.....	.....	.....	.....	.....	1	0.03	1.31	?	?	?
	Durgapore	1.00	.....	.....	0.50	.....	.....	.....	2	1.50	1.55	?	?	?
Dacca	Deanganj	.....	0.87	.....	.....	.....	.....	.....	1	0.87	0.87	?	?	?
	Pubna	0.06	1.32	.....	.....	.....	.....	.....	2	1.38	2.35	1.47	60.14	60.36
	Serajgunge	.....	1.19	.....	.....	.....	.....	0.04	2	1.23	2.10	1.21	59.46	54.00
	Hogra	.....	1.02	.....	.....	.....	.....	.....	1	1.02	1.02	1.15	61.54	61.72
Hogra	Nowshilla	.....	1.10	.....	.....	.....	.....	.....	1	1.10	1.67	0.88	58.15	58.57
	Hogra	.....	1.06	.....	.....	.....	.....	.....	1	1.06	1.10	0.79	58.18	58.44
	Panchitibi	.....	1.15	.....	.....	.....	.....	.....	1	1.15	1.18	0.92	57.93	58.97
	Kajalshye	.....	1.40	.....	.....	.....	.....	.....	1	1.40	1.93	0.74	49.65	54.54
Kajalshye	Natore	.....	1.5	.....	.....	.....	.....	.....	1	1.15	1.15	0.96	42.47	50.33
	Nowkong	.....	1.01	.....	.....	.....	.....	.....	1	1.01	1.01	?	60.41	?
	Lalporo	.....	1.02	.....	.....	.....	.....	.....	1	1.02	1.02	?	?	?
	Manda	.....	1.00	.....	.....	.....	.....	.....	1	1.00	1.00	?	?	?
Maidab	Maidab	.....	1.23	.....	.....	.....	.....	.....	1	1.23	1.61	0.76	61.28	61.34
	Chunahal	.....	0.17	.....	.....	.....	.....	.....	1	0.17	0.35	?	39.40	?
	Gajul	.....	1.80	.....	.....	.....	.....	.....	1	1.80	2.21	?	?	?
	Sibganj	.....	0.43	.....	.....	.....	.....	.....	1	0.43	0.43	?	?	?
Dinapore	Mohadebpore	.....	0.86	.....	.....	.....	.....	.....	1	0.86	0.86	0.90	53.59	54.47
	Churaman	.....	0.14	.....	.....	.....	.....	.....	1	0.14	0.57	0.39	55.88	50.02
	Kaungun	.....	0.05	.....	.....	.....	.....	.....	1	0.05	0.28	0.68	65.48	61.45
	Dinapore	.....	0.05	.....	.....	.....	.....	.....	1	0.05	0.90	1.00	67.90	62.93
Kunarpore	Halorohat	.....	1.75	.....	.....	.....	.....	.....	1	1.75	1.75	?	60.10	?
	Mhawangunge (Gyachanda).	.....	0.90	.....	.....	.....	.....	.....	1	0.90	0.90	1.60	60.34	60.19
	Kunarpore	.....	0.01	0.03	.....	.....	.....	.....	2	0.04	0.08	1.34	72.30	70.40
	Kunarpore	.....	2.05	0.30	.....	.....	.....	.....	2	3.04	3.04	2.11	77.73	73.68
Jalpigore	Bagdora (Niphamari.)	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.21	1.32	63.11	57.90
	Ulipora	.....	0.06	.....	.....	.....	.....	.....	1	0.06	0.06	?	?	?
	Jalpigore	0.31	.....	0.11	0.07	.....	.....	.....	3	0.39	0.50	1.37	118.16	117.87
	Alipore Doar	0.05	3.02	.....	.....	.....	.....	.....	2	3.07	2.07	?	?	?
Cooch Behar..	Fallucatta	0.31	0.32	0.61	0.34	.....	.....	.....	4	1.58	1.74	?	?	?
	Dumkha	0.71	1.29	.....	0.25	.....	.....	.....	3	2.25	2.25	1.72	99.03	99.24
	Cooch Behar..	0.55	0.07	0.02	0.05	.....	.....	.....	4	1.69	1.34	2.09	120.67	121.46
	Micklungun	1.34	2.00	.....	0.24	.....	.....	.....	3	3.57	3.57	1.21	100.47	100.11
Darjeeling Hill.	Munbhanu	0.81	0.49	.....	0.34	.....	.....	.....	3	1.68	2.10	3.15	103.53	100.34
	Buxa	.....	.....	0.70	.....	.....	.....	.....	1	0.70	0.87	3.64	174.45	194.03
	Siliguri	0.05	.....	0.28	.....	.....	.....	.....	2	0.33	1.25	?	91.07	?
	Darjeeling	0.06	0.34	0.31	.....	.....	.....	.....	3	1.54	2.58	2.14	190.11	111.47
Purneah	Darjeeling	.....	.....	.....	.....	.....	.....	.....	3	1.54	2.58	2.14	190.11	111.47
	Kalimpong	0.27	0.04	0.49	.....	.....	.....	.....	3	1.00	1.73	?	89.33	68.3
	Kisengunge...	.....	.....	0.08	.....	.....	.....	.....	1	0.08	0.11	0.73	57.88	60.30
	Arrah	.....	0.07	0.37	.....	.....	.....	.....	2	0.04	0.94	0.34	53.00	61.0
North Bhagui- pore.	Purneah	.....	0.06	.....	.....	.....	.....	.....	1	0.06	0.71	0.48	?	?
	Gandhara	.....	0.02	.....	.....	.....	.....	.....	1	0.02	0.71	?	?	?
	Balaranapore.	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.23	?	?	?
	Motari	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	.....	?	?	?
Durbhanga	Kataganj	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	.....	?	?	?
	Kataganj	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.98	0.34	42.12	40.02
	Kataganj	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	.....	?	?	?
	Kataganj	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	.....	?	?	?
Durbhanga	Tejpora	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	.....	0.27	60.88	41.25
	Durbhanga	.....	0.08	.....	.....	.....	.....	.....	1	0.08	0.27	0.23	50.40	44
	Madhubani	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	.....	0.47	49.40	46.3
	Bahera	.....	0.10	.....	.....	.....	.....	.....	1	0.10	0.30	?	?	?
Mouzerpore	Kushera	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.02	?	?	?
	Sitamarhi	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	1.24	0.02	84.11	41.18
	Mouzerpore	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.72	0.05	61.39	63.85
	Hajipore	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.14	1.43	25.01	42.35
Uthuparun	Fara	0.03	.....	.....	.....	0.01	.....	.....	2	0.03	0.43	?	?	?
	Muhua	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.40	?	?	?
	Bukhar	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	.....	?	?	?
	Papri	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.23	?	?	?
Uthuparun	Motihari	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.43	0.48	57.90	60.70
	Uthuparun	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	0.67	0.38	52.94	55.40
	Uthuparun	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	.....	?	?	?
	Uthuparun	.....	.....	.....	.....	.....	.....	.....	Nil	Nil	.....	?	?	?

Statement of Rainfall in Bengal for the week ending Friday (6 p.m.), the 2nd of April 1886—*concd.*

Meteorological division.	District.	Station.	RAINFALL.							TOTAL.		Total rain-fall since 1st of March.	Average total rain-fall from 1st of March.	Total rain-fall since 16th May 1885.	Average rain-fall from 16th May 1885 to date.
			Sunday, 27th March.	Monday, 28th March.	Tuesday, 29th March.	Wednesday, 30th March.	Thursday, 31st March.	Friday, 1st April.	Saturday, 2nd April.	Number of rainy days.	Rainfall in inches.				
NORTH BENGAL—continued.	Sardar	Gopin Gange ..	0.00	0.00	.....	.....	.....	.....	.....	1	0.00	0.00	0.10	32.00	64.00
		Sewal ..	0.00	0.00	.....	.....	.....	.....	.....	1	0.00	0.14	0.27	47.00	64.00
SOUTH BENGAL	Shahabad	Chaurah ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.20	0.31	44.00	64.00
		Buair ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.11	0.20	44.00	64.00
		Dhenai ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	1.50	?	47.00	64.00
		Rhusnah ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.05	0.01	44.00	64.00
		Sunderam ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	1.52	0.21	39.77	64.00
		Atran ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.55	0.30	47.77	64.00
		Mohana ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	Nd	?	?	?
	Gya	Surungabad ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	1.07	0.30	58.52	64.00
		Gya ..	.....	0.04	.....	.....	.....	.....	.....	1	0.04	1.57	0.31	52.19	64.00
		Sowadab ..	.....	0.00	.....	.....	.....	.....	.....	1	0.00	1.84	0.30	48.35	64.00
		Chaurah ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.07	0.30	47.00	64.00
		Arical ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	1.32	?	?	?
		Bandnapar ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.00	?	?	?
		Sherpatti ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	1.74	?	?	?
		Rajauli ..	.....	0.20	.....	.....	.....	.....	.....	1	0.20	2.60	?	?	?
		Pakri baransa ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	2.60	?	?	?
	Patna	Patna ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.42	0.38	41.00	64.00
		Binapore ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.28	0.17	43.00	64.00
		Benar ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.20	0.20	40.00	64.00
		Barh ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.10	0.30	30.75	64.00
	Monghyr	Begussera ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.21	0.24	47.70	64.00
		Monghyr ..	.....	0.00	.....	.....	.....	.....	.....	1	0.00	0.42	0.31	40.14	64.00
		Jamui ..	.....	0.00	.....	.....	.....	.....	.....	1	0.00	0.77	0.32	48.00	64.00
		Gogri ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.18	?	?	?
	South Bhagalpore.	Shankura ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	2.00	?	?	?
		Shankura ..	.....	0.07	.....	.....	.....	.....	.....	1	0.07	0.77	0.38	34.28	64.00
		Kolga ..	.....	0.20	.....	.....	.....	.....	.....	1	0.20	0.20	0.32	47.01	64.00
	North Per- gunnah.	Kaimahal ..	.....	0.50	.....	.....	.....	.....	.....	1	0.50	0.80	0.51	65.00	64.00
		Gudua ..	.....	0.05	.....	.....	.....	.....	.....	1	0.05	0.45	0.31	48.00	64.00
		Patna ..	.....	0.65	0.20	.....	.....	.....	.....	2	0.85	0.90	0.44	55.00	64.00
		Nya Bhumka ..	.....	0.70	.....	.....	.....	.....	.....	1	0.70	2.44	0.69	51.00	64.00
		Baghar ..	.....	0.24	.....	.....	.....	.....	.....	1	0.24	0.77	0.45	73.74	64.00
		Saintara ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.88	0.75	60.00	64.00
		Siwra ..	.....	0.71	.....	.....	.....	.....	.....	1	0.71	0.95	?	?	?
CENTRAL BENGAL.	Hasaribagh ..	Namhat ..	.....	1.00	.....	.....	.....	.....	.....	1	1.00	1.01	?	?	?
		Pachmora ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	2.28	0.02	70.00	64.00
		(Girdi) ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	2.11	0.73	60.29	64.00
		Hazratnagar ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	2.40	1.20	60.74	64.00
		Sainagar ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.00	0.00	?	?
		Jhoomrah Hill ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	1.40	1.23	55.00	64.00
		Barh ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	1.09	?	?	?
	Lohardugga	Chitra ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	2.02	?	?	?
		Araodaha ..	.....	0.07	.....	.....	.....	.....	.....	1	0.07	2.47	?	?	?
		Kamphar ..	0.16	0.59	.....	.....	.....	.....	.....	2	0.65	1.48	?	?	?
		Lohardugga ..	0.05	.....	.....	.....	.....	.....	.....	1	0.05	1.58	?	59.27	64.00
		Wanai ..	0.45	0.04	.....	.....	.....	.....	.....	2	0.49	2.70	1.15	54.00	64.00
		Pachmora ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	2.37	0.64	65.00	64.00
		Barh ..	.....	1.02	.....	.....	.....	.....	.....	1	1.02	1.34	?	?	?
	Singbhoom ..	Hazratnagar ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	1.00	?	?	?
		Chakradhar ..	.....	0.15	.....	.....	.....	.....	.....	Nd	Nd	1.70	1.38	54.00	64.00
		Barh ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	2.70	?	?	?
		Baharagura ..	.....	1.12	.....	.....	.....	.....	0.06	2	1.18	3.17	?	?	?
	Manbhoom ..	Barh ..	.....	1.02	.....	.....	.....	.....	.....	1	1.02	?	?	?	?
		Purba ..	0.47	0.13	.....	.....	.....	.....	.....	2	0.60	1.11	1.20	57.27	64.00
		Chakradhar ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.24	0.59	40.00	64.00
		Barh ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	1.00	?	?	?
		Barh ..	.....	0.30	.....	.....	.....	.....	.....	1	0.30	1.22	?	?	?
	Chus	Barh ..	0.34	.....	.....	.....	.....	.....	.....	1	0.34	0.81	?	?	?
		Chus ..	.....	.....	.....	.....	.....	.....	.....	Nd	Nd	0.37	?	?	?

Explanation.—Indicates that no rain has fallen. If the return for any day has not been received, the corresponding space is left blank. If any of the returns are wanting, the corresponding spaces in the total rainfall columns are left blank.

Calcutta, the 6th April 1886.

The following table gives the summary of the temperature and rainfall data of each of the seven meteorological divisions of the province for the week ending Friday, the 2nd of April 1886 :—

METEOROLOGICAL DIVISIONS.	TEMPERATURE.						RAINFALL.									
	Highest observed during week.	Lowest observed during week.	Averages for week.			Average mean of week above or below normal mean of week.	Of week.			Rainy days.			Since 1st of March.		Since 15th May 1885.	
			Of highest of each day.	Of lowest of each day.	Of mean for each day.		Average.	Normal average.	Variation.	Average number in week.	Normal average number in week.	Variation.	Average.	Normal average.	Average.	Normal average.
Orissa	104°4	60°0	89°8	76°1	82°9	-0°6	1°00	0°20	+0°89	20	0·5	+1°5	3°99	0°98	48°47	56°02
South-West Bengal	103°5	62°7	90°7	73°0	81°0	-3°0	1°60	0°20	+1°31	15	0·6	+0°9	3°00	1°31	68°18	63°08
East Bengal	93°3	63°1	84°8	70°4	77°6	-4°1	2°75	0°60	+2°15	8·0	1·2	+1°8	4°27	2°59	81°42	79°54
North Bengal	98°1	57°0	88°3	68°1	77°2	-	1°14	0°30	+0°75	1·0	0·7	+0°9	1°37	1°20	71°41	72°93
North Behar	90°5	66°0†	91°0†	65°0†	78°9†	-2°0†	0°08	0°10	-0°02	0·4	0·3	+0°1	0·35	0°41	48°30	48°10
South Behar	101°2	58°9	93°6	67°1	80°4	-5°2	0°14	0°05	+0°09	0·3	0·2	+0°3	0·83	0°37	50°60	43°14
Chutia Nagpur	97°8‡	60°0‡	91°1‡	60°2‡	76°7‡	-2°2	0°10	0°10	0	0·5	0·3	+0°2	2·01	0°96	59°76	49°78

* Furruckpore not included.

† Purneah not included.

‡ Chyabassa not included.

METEOROLOGICAL OFFICE, BENGAL;
The 6th April 1886.

ALEXANDER PADLER,
Offg. Meteorological Reporter to the Govt. of Bengal.

Abstract of the results of Meteorological Observations taken at the Alipore Observatory in the month of March 1886.

	Inches.	Date.	Hour.
The mean pressure of the month ...	29.867		
The average pressure of March from 24 years' registers ...	29.869		
The highest pressure in the month ...	30.144	10th	10h.
The lowest pressure in the month ...	29.617	25th	16h.
The range of pressure ...	0.527		
Hours.			
The total number of hours of bright sunshine during the month ...	268.3		
The maximum possible number of hours of sunshine ...	371.3		
°			
The mean temperature of the month ...	78.0		
The average temperature of March from 24 years' registers ...	80.6		
The highest temperature in the month ...	96.3	23rd	
The lowest temperature in the month ...	60.1	14th	
The range of temperature during the month ...	36.2		
The mean daily range of temperature ...	20.4		
The greatest range of temperature in one day ...	26.8	14th	
Per cent.			
The mean humidity of the month ...	72		
The average humidity of March from 24 years' registers ...	66		
Inches.			
The mean vapour tension of the month ...	0.673		
The average vapour tension of March from 9 years' registers ...	0.702		
The mean cloud proportion of the month ...	2.76		
The average cloud proportion of March from 9 years' registers ...	2.30		
Inches.			
The total rainfall of the month ...	2.35		
The total rainfall indicated by a Beckley's self-registering rain-gauge (mouth of the gauge about 52 feet above the ground) ...	2.17		
The average fall of March from 48 years' registers ...	1.34		
The greatest fall in 24 hours ...	1.10	28th	
Days.			
The number of rainy days in the month ...	8		
The average number of rainy days in March from 24 years' registers ...	4		
°			
The mean maximum equilibrium temperature of solar radiation during the month ...	144.3		
The mean difference of sun and air temperatures ...	54.9		
The greatest sun temperature ...	153.5	27th	
The greatest excess of sun over air temperature ...	63.7	27th	
The mean temperature of the nocturnal radiation thermometer on woollen cloth ...	62.4		
The mean depression of the nocturnal radiation thermometer below the minimum air temperature at 4 feet above the ground ...	6.6		
The greatest depression of the nocturnal radiation thermometer below the minimum air temperature ...	12.0	6th	
Miles.			
The mean movement of the wind per day ...	117.2		
The greatest movement of the wind in one day ...	245.0	31st	
The greatest movement of the wind in one hour ...	19.0	26th 10 to 11 A.M.	
The number of hours with winds from each of the 8 points—			

N. 30, NE. 19, E. 36, SE. 37, S. 166, SW. 261, W. 77, NW. 73, Calm 45.

The results of observations at the Alipore Observatory are not rigorously comparable with the registers of former years (at the Park-street Observatory). The barometer is about 3 feet higher at Alipore, and, other things being equal, reads therefore .003 lower. The diurnal range of temperature is also greater at Alipore, and the mean temperature apparently about 1° 0 lower; and, finally, the thermometer, which furnished the record of temperature at the Surveyor-General's Office during 20 years and upwards, is found to read 0.6 higher than the Kew standard thermometer, which is the standard of reference at the present Observatory.

METEOROLOGICAL OFFICE, INDIA;
Calcutta, the 5th April 1886.

H. F. BLANFORD,
Meteorological Reporter to the Govt. of India.

Results of the Meteorological Observations taken at the Alipore Observatory from
28th March to 3rd April 1886.

Month.	Date.	Maximum in sun.	Number of hours of bright sunshine.	Mean pressure barometer at 32 Fahr.	TEMPERATURE.				HYGROMETRY.				WIND.		Rain.	WEATHER.
					Mean.	Maximum.	Range.	Minimum.	Mean wet bulb.	Vapour tension.	Dew point.	Humidity.	Prevailing direction.	Miles recorded.		
1886		°		Inches.	°	°		°	°	Inches.	°	%			Inches.	
March	28th	145.4	4.3	29.813	74.4	87.6	17.3	70.3	71.5	0.780	70.2	87	ESE and variable ...	202	1.10	Cloudy, o, g, d, t, p. <
"	29th	150.5	9.1	29.81	78.6	88.7	21.0	67.7	74.4	0.707	72.4	82	WSE, SW and SW by E.	130	0.01	Chiefly cloudy, o, g, d.
"	30th	149.8	10.4	29.809	81.0	90.5	18.5	72.0	76.3	0.849	74.3	82	S by W and SSW ...	133	Nil	Partially cloudy, =, d.
"	31st	145.5	15.8	29.783	83.1	90.4	14.3	76.1	78.4	0.911	76.4	81	SSW	237	"	Chiefly clear.
April	1st	140.9	1.5	29.719	83.6	92.5	18.3	74.2	77.9	0.881	75.4	78	SW and S	190	"	Clear, d.
"	2nd	145.5	9.1	29.707	83.1	91.4	15.7	76.7	76.8	0.888	73.0	75	SSW and N	89	"	Morning cloudy day and night clear.
"	3rd	147.3	7.0	29.805	81.0	90.9	15.1	75.8	72.7	0.891	66.2	65	NW by W and NNE	104	"	Partially cloudy.

The mean pressure of the seven days ... 29.791
The average pressure of the corresponding period for 24 years, S. G.'s Office ... 29.785

The total number of hours of bright sunshine ... 61.1
The maximum possible number of hours of sunshine ... 86.1

The mean temperature of the seven days ... 80.8
The average temperature of the corresponding period for 24 years, S. G.'s Office ... 83.8
The extreme variation of temperature ... 24.8
The maximum temperature ... 92.5

The highest velocity of the wind in one hour ... 19

The highest pressure of wind on one square foot ... 4

The mean relative humidity ... 79
The average relative humidity of the corresponding period for 24 years, S. G.'s Office ... 67

The total fall of rain from 28th March to 3rd April 1886 ... 1.11
The average fall of the corresponding period for 24 years, S. G.'s Office ... 0.23
The total fall from 1st January to 3rd April 1886 ... 3.63
The average fall of the corresponding period for 24 years, S. G.'s Office ... 2.93

The mean pressure, temperature, &c., are deduced from the traces of the Barograph and Thermograph.
The maximum and minimum temperatures are obtained from self-registering thermometers. All the thermometers are verified, and the readings have been corrected to a standard constructed and verified at the Kew Observatory. They are exposed under a thatched shed open at the sides, and are suspended four feet above the ground.

The barometer readings are corrected approximately to those of the standard Newman's No. 86 formerly at the Surveyor-General's Office.

The hygrometric elements are obtained from Tables III, IV, and V of the official tables computed in the Meteorological Office, and based on Regnault's modifications of August's formula.

The directions and the movement of the wind are taken from the trace of a Beckley's anemograph.

The mouth of the rain-gauge is one foot above the ground.

o overcast, g gloomy, d drizzling rain, t thunder, p passing temporary showers, < lightning, d dew, fog.

METEOROLOGICAL OFFICE, INDIA;
Calcutta, the 5th April 1886.

HENRY F. BLANFORD,
Meteorological Reporter to the Government of India.

Abstract of the results of the Thermometric Observations taken at the Meteorological Office, Chowringhee, in the month of March 1886.

The mean temperature during the month	...	...	78.6	Date.
The highest temperature during the month	...	...	97.0	23rd
The lowest temperature during the month	...	...	60.9	14th
The range of temperature during the month	...	...	36.1	
The mean daily range of temperature during the month	...	...	21.1	
The greatest range of temperature in one day during the month	...	...	28.1	6th
°/				
The mean humidity during the month	...	...	71	
inches.				
The mean vapour tension during the month	...	...	697	
The total rainfall of the month	...	...	2.77	
The greatest fall in 24 hours	...	...	1.18	29th
Days.				
The number of rainy days in the month	...	...	8	

H. F. BLANFORD.

Meteorological Reporter to the Govt. of India.

METEOROLOGICAL OFFICE, INDIA;
Calcutta, the 5th April 1886.

Results of the Thermometrical Observations taken at the Meteorological Office, Chowringhee, from 28th March to 3rd April 1886.

MONTHS.	Date.	TEMPERATURE.				Mean wet bulb.	HYGROMETRY.			Rain.
		Mean.	Maximum.	Range.	Minimum.		Vapour tension.	Dew point.	Humidity.	
1886.		°	°	°	°	°	Inches.	°	%	Inches.
March	28th	78.7	90.0	19.2	70.8	72.2	.771	71.4	93	0.42
"	29th	78.7	90.0	21.7	68.9	70.5	.884	75.5	90	1.18
"	30th	81.8	93.0	20.2	72.8	70.9	.860	74.7	79	
"	31st	83.4	91.5	14.7	76.8	70.9	.915	78.5	85	
April	1st	83.3	94.0	18.7	75.3	78.2	.898	76.0	79	
"	2nd	83.2	92.8	15.5	77.3	76.5	.823	73.4	73	
"	3rd	82.6	92.0	15.0	77.0	74.3	.735	70.2	66	

The mean temperature of the seven days ... 81.0

The extreme variation of temperature ... 25.1

The maximum temperature ... 94.0

The mean relative humidity ... 81

The total fall of rain from 28th March to 3rd April 1886 ... 1.60

The mean temperature and humidity are obtained by applying to the mean of the 10a, 16h and minimum readings a correction dependent on the range, and derived from the hourly observations at the Surveyor-General's Office, Chowringhee, in past years.

METEOROLOGICAL OFFICE, INDIA;
Calcutta, the 5th April 1886.

HENRY F. BLANFORD,
Meteorological Reporter to the Govt. of India.

MEMORANDUM.

The table appended to this memorandum presents the following results:—

(1). That, during the month of January 1886, 123,074 persons died among a population of 66,163,884, representing a death-rate of 22.32 per 1,000 per annum against 19.68 per 1,000 during the corresponding month of 1885, denoting much improvement in the registration of the events.

(2). That the following districts returned the highest proportion of deaths:—

Deaths.			Ratio per mille.	Deaths.			Ratio per mille.
Jessore	...	...	39.24	Khulna	...	...	31.08
Pubna	...	...	36.12	Dacca	...	...	29.68
Rungpore	...	...	33.48	24-Pergunnahs	...	...	29.58
Cuttack	...	...	32.64	Dinapore	...	...	26.52
Rajshahye	...	...	32.40	Pooree	...	...	26.16
Backergunge	...	...	32.28	Noakhally	...	...	25.92
Julpaiguri	...	...	31.32	Bogra	...	...	25.66
Balasore	...	...	31.20	Tipperah	...	...	25.08

(3). That, as compared with the results of the corresponding month of the past year, the mortality from fever has increased sensibly; the death-rates from bowel-complaints and injury exhibit no variations; and there are no marked differences in fatal results from the rest of the diseases.

			Ratio per mille during—	
			January 1886.	January 1885.
Cholera	...	...	1.68	1.44
Small-pox	...	...	.04	.12
Fever	...	...	16.20	14.40
Bowel-complaints	...	...	.84	.84
Injury	...	...	.12	.12
Other causes	...	...	3.00	2.64

(4). That of the above-mentioned diseases, while the maladies classed under the head of "Other causes" were noticeably fatal only in Pooree and Backergunge, viz., at the rates of 15.36 and 10.80 per 1,000 of their populations, respectively, and the casualties from small-pox, bowel-complaints, and injury were nowhere conspicuously large, cholera and fever caused the highest mortality in the following districts:—

Cholera.			Ratio per mille.	Fever.			Ratio per mille.
Jessore	...	...	10.20	Pubna	...	...	34.20
Mymensing	...	...	7.56	Rajshahye	...	...	31.08
Cuttack	...	...	5.88	Rungpore	...	...	30.36
24-Pergunnahs	...	...	5.52	Julpaiguri	...	...	29.16
Tipperah	...	...	4.92	Jessore	...	...	27.60
Balasore	...	...	4.56	Dinapore	...	...	24.24
Khulna	...	...	4.56	Khulna	...	...	23.16
Pooree	...	...	3.72	Bogra	...	...	23.16
Dacca	...	...	3.48	Faridpore	...	...	20.52
Midnapore	...	...	3.24	Noakhally	...	...	20.42
				Purneah	...	...	20.28

(5). That in relation to Sex, Class and Age the death-rates during the month under notice stand as noted below:—

According to Sex.			According to Class.			According to Age.		
	Ratio per mille.			Ratio per mille.			Ratio per mille.	
Males	...	23.88	Christians	...	13.56	Under 1 year	...	17.44
Females	...	20.64	Hindus	...	21.00	1 and under 5 years	...	20.88
Ratio of male deaths to every 100 female deaths.	114		Mahomedans	...	25.56	5 " 10 "	...	10.56
			Buddhists	...	12.12	10 " 15 "	...	9.48
			Other classes	...	12.72	15 " 20 "	...	14.28
						20 " 30 "	...	15.48
						30 " 40 "	...	18.00
						40 " 50 "	...	23.16
						50 " 60 "	...	35.40
						60 years and upwards	...	62.28

R. LIDDERDALE, M.D., Deputy Surgeon-General,

The 5th April 1886.

Sanitary Commissioner for Bengal.

Statement showing the Results of the Registration of Deaths in the Districts in Bengal for the month of January 1886.

DIVISIONS.	DISTRICTS.	POPULATION.		DEATHS FROM—										DISEASE.		SEX.		RATIO PER 1,000 OF POPULATION PER ANNUM.	Ratio of male deaths to every 100 female deaths.					
		Males.	Females.	Total.	Cholera.	Small-pox.	Fever.	Bowel-complaints.	Injury.	Other diseases.	All causes.	Cholera.	Small-pox.	Fever.	Bowel-complaints.	Injury.	Other diseases.			All causes.	Ratio of deaths per 1,000 of population in the previous month.	COMPARISON WITH PREVIOUS PERIODS.	Males.	Females.
BENGAL.	Burdwan	608,205	723,598	1,331,803	23	4	1,795	59	12	2,145	112	103	15	30	30	70	32	2,376	11	29	1,011	89	112	
	Bardhaman	307,135	381,414	688,549	22	4	1,795	47	23	2,145	73	63	15	30	30	70	32	2,376	11	29	1,011	89	112	
	Medinipur	381,700	467,800	849,500	22	4	1,795	47	23	2,145	73	63	15	30	30	70	32	2,376	11	29	1,011	89	112	
	Malda	1,343,193	1,572,870	2,916,063	636	2	3,300	7	93	3,736	354	304	15	30	30	70	32	2,376	11	29	2,456	200	115	
	Hughli	315,025	347,835	662,860	49	0	440	170	1	1,059	201	19	15	30	30	70	32	2,376	11	29	594	29	116	
	Surinnee	174,595	177,529	352,124	34	0	440	13	5	1,117	134	1	15	30	30	70	32	2,376	11	29	594	29	116	
	Total (Hughli including Serampore)	400,031	534,074	934,105	145	0	1,935	288	14	2,411	249	120	17	30	30	70	32	2,376	11	29	1,083	92	116	
	BENGAL.	Havrah	310,470	310,000	620,470	75	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116
		24 Pergunnahs	973,470	973,470	1,946,940	987	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116
		Nuddea	603,120	603,120	1,206,240	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116
Jessore		600,171	600,171	1,200,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Murshidabad		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Khairah		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Barisal		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Barisal		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Barisal		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Barisal		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
BENGAL.	Burdwan	608,205	723,598	1,331,803	23	4	1,795	59	12	2,145	112	103	15	30	30	70	32	2,376	11	29	1,011	89	112	
	Bardhaman	307,135	381,414	688,549	22	4	1,795	47	23	2,145	73	63	15	30	30	70	32	2,376	11	29	1,011	89	112	
	Medinipur	381,700	467,800	849,500	22	4	1,795	47	23	2,145	73	63	15	30	30	70	32	2,376	11	29	1,011	89	112	
	Malda	1,343,193	1,572,870	2,916,063	636	2	3,300	7	93	3,736	354	304	15	30	30	70	32	2,376	11	29	2,456	200	115	
	Hughli	315,025	347,835	662,860	49	0	440	170	1	1,059	201	19	15	30	30	70	32	2,376	11	29	594	29	116	
	Surinnee	174,595	177,529	352,124	34	0	440	13	5	1,117	134	1	15	30	30	70	32	2,376	11	29	594	29	116	
	Total (Hughli including Serampore)	400,031	534,074	934,105	145	0	1,935	288	14	2,411	249	120	17	30	30	70	32	2,376	11	29	1,083	92	116	
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		Nuddea	603,120	603,120	1,206,240	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116
Jessore		600,171	600,171	1,200,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Murshidabad		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Khairah		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Barisal		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Barisal		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Barisal		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Barisal		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
BENGAL.	Burdwan	608,205	723,598	1,331,803	23	4	1,795	59	12	2,145	112	103	15	30	30	70	32	2,376	11	29	1,011	89	112	
	Bardhaman	307,135	381,414	688,549	22	4	1,795	47	23	2,145	73	63	15	30	30	70	32	2,376	11	29	1,011	89	112	
	Medinipur	381,700	467,800	849,500	22	4	1,795	47	23	2,145	73	63	15	30	30	70	32	2,376	11	29	1,011	89	112	
	Malda	1,343,193	1,572,870	2,916,063	636	2	3,300	7	93	3,736	354	304	15	30	30	70	32	2,376	11	29	2,456	200	115	
	Hughli	315,025	347,835	662,860	49	0	440	170	1	1,059	201	19	15	30	30	70	32	2,376	11	29	594	29	116	
	Surinnee	174,595	177,529	352,124	34	0	440	13	5	1,117	134	1	15	30	30	70	32	2,376	11	29	594	29	116	
	Total (Hughli including Serampore)	400,031	534,074	934,105	145	0	1,935	288	14	2,411	249	120	17	30	30	70	32	2,376	11	29	1,083	92	116	
	BENGAL.	Havrah	310,470	310,000	620,470	75	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116
		24 Pergunnahs	973,470	973,470	1,946,940	987	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116
		Nuddea	603,120	603,120	1,206,240	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116
Jessore		600,171	600,171	1,200,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Murshidabad		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Khairah		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Barisal		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Barisal		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Barisal		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
Barisal		500,171	500,171	1,000,342	1,027	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116	
BENGAL.	Burdwan	608,205	723,598	1,331,803	23	4	1,795	59	12	2,145	112	103	15	30	30	70	32	2,376	11	29	1,011	89	112	
	Bardhaman	307,135	381,414	688,549	22	4	1,795	47	23	2,145	73	63	15	30	30	70	32	2,376	11	29	1,011	89	112	
	Medinipur	381,700	467,800	849,500	22	4	1,795	47	23	2,145	73	63	15	30	30	70	32	2,376	11	29	1,011	89	112	
	Malda	1,343,193	1,572,870	2,916,063	636	2	3,300	7	93	3,736	354	304	15	30	30	70	32	2,376	11	29	2,456	200	115	
	Hughli	315,025	347,835	662,860	49	0	440	170	1	1,059	201	19	15	30	30	70	32	2,376	11	29	594	29	116	
	Surinnee	174,595	177,529	352,124	34	0	440	13	5	1,117	134	1	15	30	30	70	32	2,376	11	29	594	29	116	
	Total (Hughli including Serampore)	400,031	534,074	934,105	145	0	1,935	288	14	2,411	249	120	17	30	30	70	32	2,376	11	29	1,083	92	116	
	BENGAL.	Havrah	310,470	310,000	620,470	75	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116
		24 Pergunnahs	973,470	973,470	1,946,940	987	0	2,403	370	131	3,174	131	101	15	30	30	70	32	2,376	11	29	594	29	116
		Nuddea	603,120	603,120	1,206,240	1,027	0	2,403	370	131	3,174	131	101	15										

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R. LIPPERDALT, M.D., Deputy Surgeon-General,

Sanitary Commissioner for Bengal.

OFFICE OF SANITARY COMMISSIONER FOR YUKON VAL.

The 5th April 1886.

MEMORANDUM.

DURING the week ending 20th March 1886, the birth and death-rates of the principal Municipalities in Bengal (excepting Hughli from which no return has been received up to date) stood at 17.0 and 21.5 per 1,000, respectively, as opposed to 19.6 and 22.0 per 1,000, respectively, in the preceding week ending 13th March, indicating a large decrease in the registration of births.

2. The following Municipalities returned the highest proportions of births and deaths:—

Births.			Deaths.		
		Ratio per mille.			Ratio per mille.
Bhagulpore	...	40.7	Comillah	...	104.0
Narsingunge	...	33.1	Suburbs of Calcutta	...	31.0
Monghyr	...	30.7			

3. The mortality from the principal diseases does not exhibit any noticeable differences in comparison with the death-rates from the same diseases during the preceding week—

				Ratio per mille during the weeks ending—	
				20th March 1886.	13th March 1886.
Cholera	...	...	...	2.3	2.6
Small-pox	...	...	...	0.8	0.8
Fever	...	...	...	9.6	9.5
Bowel-complaints	...	...	...	3.0	3.1
Injury	...	...	...	.2	.4
Other causes	...	...	...	6.3	6.3

4. The highest fatal results from cholera, fever, and the diseases classed under the head of "Other causes" were returned from the following Municipalities, the rest of the maladies not proving noticeably fatal anywhere:—

Cholera.			Fever.			Other causes.		
		Ratio per mille.			Ratio per mille.			Ratio per mille.
Comillah	...	57.8	Comillah	...	38.5	Puri	...	12.6
Howrah	...	6.8	Chittagong	...	21.1	Bhagulpore	...	11.8
Puri	...	6.3				Dacca	...	11.7
Suburbs of Calcutta	...	5.2				Suburbs of Calcutta	...	10.5

5. The death-rates under the heads of Sex, Class, and Age stand as follows:—

According to Sex.			According to Class.			According to Age.		
		Ratio per mille.			Ratio per mille.			Ratio per mille.
Males	...	22.7	Christians	...	22.2	Under 1 year	...	175.2
Females	...	20.3	Hindus	...	21.0	1 year and under 5 years	...	27.2
Ratio of male deaths to every 100 female deaths	...	127	Mahomedans	...	23.0	5 " " 10 " "	...	12.2
						10 " " 15 " "	...	8.4
						15 " " 20 " "	...	11.3
						20 " " 30 " "	...	15.8
						30 " " 40 " "	...	14.3
						40 " " 50 " "	...	15.1
						50 " " 60 " "	...	20.4
						60 years and upwards	...	57.3

R. LIDDERDALE, M.D., Deputy Surgeon-General,
Sanitary Commissioner for Bengal.

The 5th April 1886.

MORTALITY ACCORDING TO—

POPULATION.				BIRTHS.				DISEASE.										SEX.		Ratio of male deaths to every 100 female deaths.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
DISTRICTS.	NAMES OF MUNICIPALITIES.	NUMBER OF—		Ratio per 1,000 of population per annum.	Ratio of male births to every 100 female births.	DEATHS FROM—										DEATHS.		Ratio per 1,000 of population per annum.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
		Males.	Females.			Total.	Cholera.	Small-pox.	Fever.	Bowel-complaints.	Injury.	Other diseases.	All causes.	Cholera.	Small-pox.	Fever.	Bowel-complaints.		Injury.		Other diseases.	All causes.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
																							Males.	Females.	Total.	Males.	Females.	Total.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Burdwan	Burdwan	18,963	16,917	34,880	9	2	11	13.7	3.0	16.8	480</

* A special census of the Europeans in the Burdwan Municipality was recently taken, as the census of this section of the community taken in February 1881, was not reliable owing to the Europeans being at a minimum in that month. The number of the natives in the Burdwan Municipality was not taken, as it was not necessary to re-census them. The ratios have consequently been calculated on the revised population under all heads in the above table, except 1.77, the ratios under which have been omitted, inasmuch as the census of the Europeans, alone added to, cannot be relied on as a basis of calculation owing to the results of the census under this head not having been recorded under the authorized form of age classification.

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R. LIDDESDALE, M.D., Deputy Surgeon-General,
Sanitary Commissioner for Punjab.

OFFICE OF SANITARY COMMISSIONER FOR BENGAL,
The 5th April 1886.

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

SOUTH-WESTERN CIRCLE.

Statement showing the total amount of Traffic and Tolls on the Orissa Coast Canal, Range III, for the month of February 1886.

LENGTH OF CANAL OPEN 36 MILES.

Number of boats.	Nature of Cargo.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Ton-miles.	Tollage.	Rate of toll per ton-mile.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.				

LOCAL TRAFFIC.

(1)—PRIVATE.

ARTICLES OF FOOD.		Mds.	Rs.					Rs. A. P.	A. P.
296	Paddy	55,870	55,695	1,00,210				1,501 13 0	
13	Rice	1,870	3,300	3,300				44 13 0	
4	Pulses and other crops	455	1,110	1,135				11 7 3	
26	Fruits and vegetables	485	382	1,365				21 15 0	
6	Jaggery	180	720	470				4 11 6	
1	Sugar	80	800	175				1 12 0	
6	Salt	659	2,150	2,275				30 0 0	
7	Oil	247	1,088	1,580				18 1 0	
STIMULANT.									
13	Tobacco	854	5,125	3,780				71 10 0	
CLOTHING.									
3	Cotton piece-goods (European)	160	9,000	930				9 5 0	
STAPLES OF MANUFACTURE.									
2	Jute	700	1,400	1,725				58 13 0	
BUILDING MATERIALS.									
1	Shooting lime	125	75	400				4 0 0	
3	Unwrought timber and piles	210	325	370				4 9 0	
6	Bamboos	516	134	180				6 3 6	
FUEL.									
5	Coal and coke	1,330	765	2,760				27 0 0	
8	Firewood	420	85	775				7 12 6	
MISCELLANEOUS.									
	Passenger boats			5,575		181		114 1 3	
	Empty do.			5,415				485 1 3	
6	Straw	290	49	400				5 0 3	
6	Nuts	170	424	365				6 15 9	
10	Miscellaneous	170	100	110				25 15 0	
297	Total	64,982	83,848	1,05,490	5,910	181	142,703	2,495 8 3	0 3 3

(2)—STORES AND MATERIALS FOR IRRIGATION WORKS.

	Mds.	Rs.					Rs. A. P.	A. P.
1	Empty boat			200			2 0 0	
1	Total			200	7	114	2 0 0	0 3 3

ABSTRACT.

	Mds.	Rs.					Rs. A. P.	
297	Private, including miscellaneous	64,982	83,848	1,05,490	5,910	181	142,703	2,495 8 3
1	Government stores, including miscellaneous			200	7		114	2 0 0
298	Grand Total	64,982	83,848	1,05,690	5,917	181	142,817	2,500 8 3

MEMO.

	Rs. A. P.
Balance remaining to be paid into Treasury on the 1st of the month	314 11 3
Amount of tollage for the month	2,500 8 3
Total	2,815 3 6
Amount paid into the Treasury during the month	1,306 11 6
Balance remaining to be paid in at the end of the month	808 8 0

A. D. McARTHUR, Major, R.E.,

Under-Secretary to the Govt. of Bengal.

The 6th April 1886.

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

Statement showing the total amount of Traffic and Tolls on the Circular Canal at the Chitpore Toll Station for the month of February 1886.

Number of boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Tollage.		
		Weight of cargo.	Value of cargo.	Maunds.	Tons.		Rs.	A.	P.
	LOCAL TRAFFIC.	Mds.	Rs.						
2	Rice ...	850	2,975	3,200	114	.....	12	0	0
87	Fruits and vegetables	10,115	20,230	26,900	960	.....	231	6	0
2	Jaggery ...	115	345	475	13	.....	3	4	0
394	Salt ...	1,80,737	4,97,027	3,79,225	13,543	.....	3,200	7	0
1	Spices ...	50	600	450	16	.....	3	18	0
4	Tobacco ...	325	2,519	1,050	37	.....	9	3	0
2	Cotton piece-goods (European).	34	1,200	175	6	.....	1	8	0
9	Iron ...	2,750	11,000	6,550	233	.....	55	1	0
4	Jute ...	1,606	6,023	2,925	104	.....	17	5	0
1	Building-stores ...	500	13,500	1,500	53	.....	13	2	0
11	Stone lime ...	4,300	3,010	11,025	393	.....	44	13	0
45	Sand ...	15,025	4,207	33,700	1,203	.....	145	0	0
302	Coal and coke ...	2,24,330	84,123	4,17,375	14,906	.....	2,413	10	0
1	Charcoal ...	200	200	500	17	.....	4	6	0
39	Earthenware and earthen pots.	1,782	891	8,300	296	.....	32	2	0
964	Total ...	4,42,719	6,47,850	8,93,250	31,894	.....	6,187	5	0
953	Total of same month last year.	4,34,019	6,47,153	10,36,275	37,003	.....	7,270	4	0
	MISCELLANEOUS.								
18	Passenger boats ...	.....	.....	.....	.....	44	7	10	0
1,357	Empty do. ...	.....	.....	12,32,975	44,034	.....	5,411	10	0
1	Straw ...	2	14	250	8	.....	0	15	0
1	Oil-cake ...	400	400	1,000	35	.....	3	12	0
202	Babla wood, sleeper, bones, and planks, &c.	36,900	1,47,600	1,10,700	3,953	.....	602	0	0
243	Boats under 50 maunds	.....	.....	.....	.....	.....	60	12	0
.....	Demurrage ...	.....	.....	.....	.....	.....	105	15	0
1,822	Total ...	37,302	1,48,014	13,44,925	48,030	44	6,192	11	0
1,817	Total of same month last year.	13,200	52,800	7,10,150	25,362	.....	5,678	12	0
2,726	Grand Total ...	4,80,021	7,95,864	22,38,175	79,924	44	12,380	0	0
2,770	Grand Total of same month last year.	4,47,219	6,99,953	17,46,425	62,365	.....	12,949	0	0

MEMORANDUM.

	Rs.	A.	P.
Balance remaining to be paid into treasury on the 1st of the month	...	1,292	4 9
Amount of tollage for the month	...	12,380	0 0
Total	...	13,582	4 9
Amount paid into treasury during the month	...	12,443	10 3
Balance remaining to be paid in at the end of the month	...	1,138	10 6

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

Statement showing the total amount of Traffic and Tolls on the Circular Canal at the Dhappa Toll Station for the month of February 1886.

Number of boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Tollage.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.		
	LOCAL TRAFFIC.	Mds.	Rs.				Rs. A. P.
60	Paddy ...	15,575	23,863	22,875	817	.....	226 6 6
1,769	Rice ...	9,75,193	34,13,175	20,50,375	73,227	.....	17,940 12 6
1	Wheat ...	600	1,500	1,800	64	.....	15 12 0
8	Gram ...	2,225	7,062	6,800	242	.....	59 8 0
17	Pulses and other crops	10,090	22,702	17,675	631	.....	140 11 6
46	Fruits and vegetables	12,466	24,932	26,650	951	.....	218 5 0
60	Jaggery ...	12,908	38,724	23,925	854	.....	247 1 3
14	Sugar ...	1,300	9,750	4,050	144	.....	33 2 3
30	Salt ...	3,910	10,752	10,650	380	.....	46 9 6
77	Oil ...	17,645	61,757	45,100	1,610	.....	197 5 0
97	Spices ...	26,705	8,20,460	58,750	2,098	.....	501 10 0
655	Fish ...	7,360	78,600	1,34,360	4,439	.....	1,176 0 0
5	Tobacco ...	2,425	18,187	6,675	238	.....	57 5 3
7	Cotton piece-goods (European).	121	4,250	2,900	103	.....	12 11 0
8	Brass ...	459	8,262	1,525	54	.....	11 2 6
5	Iron ...	240	960	1,675	59	.....	7 1 9
1	Cotton ...	700	12,600	2,000	71	.....	17 8 0
340	Jute ...	2,33,985	8,77,443	5,09,375	18,192	.....	4,456 13 0
6	Hides ...	937	1,874	450	16	.....	3 15 0
1	Linseed ...	500	20,125	1,000	35	.....	8 12 0
4	Castor seed ...	750	2,625	3,875	138	.....	33 14 6
12	Mustard seed ...	9,885	35,193	16,325	583	.....	137 4 3
3	Til seed ...	1,100	4,400	2,700	96	.....	22 5 0
100	Stone lime ...	1,14,544	80,180	2,16,950	7,748	.....	1,982 10 3
2	Bamboos ...	50	6	50	1	.....	9 8 0
51	Poultry ...	28,250	14,125	4,600	164	.....	40 4 0
455	Firewood ...	2,81,800	76,086	5,24,450	18,730	.....	3,933 6 0
9	Earthenware and earthenpots.	404	202	1,075	395	.....	9 6 6
3,838	Total ...	17,62,727	51,69,295	36,98,575	132,080	.....	31,538 2 6
1,868	Total of same month last year.	15,03,753	37,32,366	31,77,100	122,261	.....	26,776 6 0
	MISCELLANEOUS.						
271	Passenger boats ...	.....	.....	.....	.....	1,158	73 12 0
448	Empty do. ...	.....	.....	62,275	2,224	.....	523 14 6
160	Straw ...	3,884	27,188	86,625	3,093	.....	757 15 6
18	Oil-cake ...	6,400	6,400	12,850	459	.....	112 7 0
7	Mats ...	299	1,495	3,025	108	.....	26 7 6
173	Golepatta, planks, bones, onion, tamarind, shells, babla wood, canes, betel, stones, tea, &c.	1,69,716	6,78,664	5,09,150	18,183	.....	3,557 15 9
944	Boats under 50 maunds	.....	.....	.....	.....	.....	236 0 0
.....	Demurrage ...	.....	.....	.....	.....	.....	463 13 3
2,061	Total ...	1,80,299	7,13,947	6,78,925	24,067	1,158	5,752 5 6
3,422	Total of same month last year.	60,725	2,42,900	5,18,100	18,503	.....	5,296 5 6
5,899	Grand Total ...	19,43,026	58,83,242	43,72,500	156,147	1,158	37,290 8 0
5,290	Grand Total of same month last year.	15,64,478	39,75,266	36,95,200	140,764	.....	32,672 11 6

MEMORANDUM.

	Rs. A. P.
Balance remaining to be paid into treasury on the 1st of the month ...	2,989 10 9
Amount of tollage for the month ...	37,290 8 0
Total ...	40,280 2 9
Amount paid into treasury during the month ...	38,068 11 3
Balance remaining to be paid in at the end of the month ...	2,211 7 6

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

Statement showing the total amount of Traffic and Tolls on the Tolly's Nullah for the month of February 1886.

Number of boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Tollage.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.		
	LOCAL TRAFFIC.	Mds.	Rs.				Rs. A. P.
1,057	Paddy ...	99,716	1,49,573	2,19,950	7,854	.....	1,903 3 6
3,393	Rice ...	2,04,543	7,15,900	4,20,100	15,002	.....	3,130 13 0
17	Pulses and other crops ...	681	1,532	1,600	56	.....	13 12 6
150	Fruits and vegetables ...	17,400	34,880	36,025	1,286	.....	153 6 6
152	Jaggery ...	21,185	63,555	40,250	1,539	.....	353 15 9
8	Sugar ...	760	5,000	1,300	45	.....	11 7 6
129	Salt ...	20,030	40,582	48,200	1,701	.....	267 12 0
58	Oil ...	2,722	9,527	6,200	220	.....	28 2 0
13	Spices ...	4,862	38,172	11,650	415	.....	81 5 0
273	Fish ...	1,044	10,440	31,325	1,018	.....	223 11 0
28	Tobacco ...	1,765	13,287	4,175	148	.....	19 3 6
8	Cotton piece-goods (European).	350	12,335	1,050	36	.....	4 1 0
3	Iron ...	650	2,600	2,250	80	.....	12 3 0
3	Jute ...	1,600	6,000	3,300	113	.....	23 6 0
1	Hides ...	100	240	175	6	.....	1 8 6
20	Mustard seed ...	5,675	21,275	14,200	506	.....	76 7 9
165	Bricks ...	5,13,100	5,642	90,400	3,228	.....	339 0 0
15	Tiles ...	24,200	602	6,025	233	.....	24 7 6
37	Building stores ...	5,520	1,472	17,025	607	.....	80 9 0
6	Stone lime ...	200	140	375	13	.....	1 9 0
37	Sand ...	16,750	4,690	39,800	1,420	.....	151 11 9
3	Unwrought timber and piles.	12	480	550	18	.....	2 6 0
4	Bamboos ...	100	12	100	3	.....	1 0 0
2	Sheep and goat ...	110	220	75	2	.....	0 11 0
153	Coal and coke ...	71,075	20,727	1,49,675	5,345	.....	572 5 6
3	Charcoal ...	675	675	1,475	52	.....	57 0 0
289	Firewood ...	61,295	16,531	1,28,300	4,581	.....	957 4 0
91	Earthenware and earthenpots.	3,560	1,780	20,000	713	.....	100 8 0
6,148	Total ...	10,79,680	11,77,869	12,95,550	46,240	.....	8,592 14 9
4,880	Total of same month last year.	12,13,236	10,51,876	12,68,450	45,485	.....	8,170 8 0
	MISCELLANEOUS.						
781	Passenger boats ...	.....	.....	.....	.....	5,886	250 8 0
1,782	Empty do. ...	.....	.....	6,76,400	24,156	.....	3,071 7 6
538	Straw ...	4,058	28,206	1,05,725	3,775	.....	782 11 0
2	Mats ...	90	450	500	17	.....	4 6 0
390	Planks, roadstone, gol-patta, &c. ...	45,033	1,80,132	1,35,100	4,824	.....	1,024 13 9
111	Boats under 50 maunds	.....	.....	.....	.....	.....	25 4 0
.....	Demurrage ...	.....	.....	.....	.....	.....	106 9 3
3,604	Total ...	49,181	2,08,788	9,17,725	32,772	5,886	5,265 11 6
3,466	Total of same month last year.	75,100	3,00,400	4,85,500	17,338	.....	4,592 7 6
9,762	Grand Total ...	11,28,861	13,86,657	22,13,275	79,012	5,886	13,858 10 3
8,346	Grand Total of same month last year.	12,88,336	13,52,276	17,53,950	62,823	.....	12,762 15 6

MEMORANDUM.

Balance remaining to be paid into treasury on the 1st of the month	Rs. A. P.
Amount of tonnage for the month	725 18 3
	13,858 10 3
Total	14,584 7 6
Amount paid into treasury during the month	14,104 6 9
Balance remaining to be paid in at the end of the month	480 0 9

ABSTRACT FOR THE MONTH OF FEBRUARY 1886.

	TRAFFIC, 1885-86.		TRAFFIC, 1884-85.	
	During the month.	To end of the month.	During the corresponding month.	To end of the corresponding month.
CIRCULAR CANAL.	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Circular Canal at Chitpore toll-station ...	12,380 0 0	89,470 3 9	12,949 0 0	92,093 2 3
Ditto at Dhappa toll-station ...	37,290 8 0	2,46,016 6 0	32,072 11 6	2,57,542 2 9
Total ...	49,670 8 0	3,35,486 9 9	45,021 11 6	3,49,635 5 0
Tolly's Nullah ...	13,858 10 3	98,436 10 6	12,762 15 6	1,05,459 11 3
GRAND TOTAL ...	63,529 2 3	4,33,923 4 3	57,784 11 0	4,55,095 0 3

CALCUTTA,
The 6th April 1886.

A. D. McARTHUR, Major, R.E.,
Under-Secretary to the Govt. of Bengal.

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

NUDDEA RIVERS.

Statement showing the total amount of Traffic and Tolls on the Jellinghee River for the month of February 1886.

Number of Boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Tollage.	
		Weight of cargo.	Value of cargo.	Maunds.	Tons.		Rs.	A. P.
	LOCAL TRAFFIC.	Mds.	Rs.					
43	Paddy ...	7,980	11,970	14,375	513	...	107	13 0
57	Rice ...	7,075	17,687	14,125	504	...	105	15 0
37	Gram ...	12,975	19,462	24,050	858	...	180	0 0
25	Pulses and other crops	3,370	6,740	6,825	243	...	51	3 0
19	Fruits and vegetables...	1,550	2,325	3,250	116	...	24	6 0
2	Jaggery ...	250	1,000	600	21	...	6	0 0
2	Sugar ...	80	880	250	8	...	2	8 0
165	Salt ...	31,925	87,793	61,900	2,210	...	619	0 0
4	Oil ...	750	6,000	1,775	63	...	17	12 0
4	Tobacco ...	1,025	5,637	2,125	75	...	21	4 0
3	Brass ...	110	4,400	300	10	...	3	0 0
3	Iron ...	775	4,650	1,650	58	...	16	8 0
225	Jute ...	66,875	2,00,625	1,33,775	4,777	...	1,337	12 0
1	Hides ...	150	1,500	375	13	...	3	12 0
12	Linseed ...	3,400	13,600	6,750	241	...	50	10 0
10	Ghooting ...	1,500	375	2,975	106	...	7	7 0
2	Unwrought timber and piles (13 Dowkars & 4 Gholes).	.....	.....	.....	.....	...	5	10 0
1	Steamer ..	.....	.....	.....	.....	...	0	11 0
4	Bones ...	775	193	1,575	56	...	15	12 0
5	Bamboos (2,000 in No.)	.....	.....	.....	.....	...	2	4 0
49	Miscellaneous ...	9,150	73,200	17,550	626	...	175	8 0
30	Coal and coke ...	10,650	2,662	20,575	734	...	102	14 0
2	Earthenware and earthenpots.	125	31	325	11	...	0	6 6
500	Passenger boats ...	.....	.....	.....	.....	3,655	176	0 0
237	Empty do. ...	.....	.....	88,550	3,162	...	110	11 0
36	Straw ...	7,900	1,975	16,000	571	...	80	0 0
1	Oilcake ...	50	50	100	3	...	1	0 0
5	Gunny ...	1,000	10,000	2,075	74	...	20	12 0
1,574	Total ...	1,69,440	4,72,755	4,21,850	15,053	3,655	3,246	12 0
1,644	Total of same month last year ...	2,25,245	5,21,411	5,36,475	19,146	...	3,979	3 6

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

NUDDEA RIVERS.

Statement showing the total amount of Traffic and Tolls on the Matabhanga River for the month of February 1886.

Number of Boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Tollage.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.		
	LOCAL TRAFFIC.	Mds.	Rs.				Rs. A. P.
586	Paddy ...	1,14,041	1,71,061	2,29,125	8,486	...	1,718 7 0
3	Rice ...	187	467	775	28	...	5 13 0
12	Gram ...	2,539	3,808	5,850	216	...	43 14 0
26	Pulses and other crops	3,843	6,736	6,250	231	...	46 14 0
26	Fruits and vegetables...	1,821	1,821	5,025	186	...	37 11 0
30	Jaggery ...	2,206	6,618	6,025	223	...	60 4 0
.....	Sugar ...	4	40	.....	.....	...	.....
16	Salt ...	2,966	8,898	8,200	303	...	82 0 0
3	Spices ...	27	216	525	19	...	5 4 0
1	Fish ...	275	883	500	18	...	5 0 0
1	Iron ...	30	150	550	20	...	5 8 0
8	Jute ...	1,440	4,680	4,000	148	...	40 0 0
66	Linseed ...	33,311	1 33,244	64,025	2,371	...	480 3 0
1	Mustard seed ...	80	320	325	12	...	2 7 9
11	Stone lime ...	4,785	4,785	9,450	350	...	47 4 0
.....	Sand ...	125	15	.....	.....	...	.....
12	Coal and coke ...	5,140	1,927	8,750	324	...	43 12 0
13	Charcoal ...	2,615	653	5,400	200	...	27 0 0
1	Firewood ...	520	97	675	25	...	3 6 0
5	Stone plates ...	700	3,500	1,925	71	...	19 4 0
183	Passenger boats ...	.....	.....	.....	.....	40	58 4 0
474	Empty do. ...	.....	.....	.....	.....	...	114 2 6
15	Straw ...	3,275	818	7,775	287	...	38 14 0
13	Oilcake ...	801	801	3,450	127	...	34 8 0
4	Mats ...	825	2,000	1,625	60	...	16 4 0
1	Gunny ...	6	40	475	17	...	4 12 0
29	Miscellaneous ...	4,106	41,060	10,750	398	...	107 8 0
1,540	Total ...	1,85,668	3,94,638	3,81,450	14,120	40	3,048 3 6
1,753	Total of same month last year ...	2,06,257	4,09,535	4,10,250	15,182	...	3,639 3 0

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

NUDDEA RIVERS.

Statement showing the total amount of Traffic and Tolls on the Bhagiruthee River at Nuddea toll station for the month of February 1886.

Number of Boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Tollage.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.		
	LOCAL TRAFFIC.	Mds.	Rs.				Rs. A. P.
5	Paddy ...	775	1,162	1,600	57	...	12 0 0
74	Rice ..	21,405	53,512	40,975	1,463	...	307 5 0
5	Gram ...	1,375	2 062	2,875	102	...	21 9 0
4	Fruits and vegetables ..	300	450	700	25	...	5 4 0
4	Sugar ..	275	2,475	775	27	...	7 12 0
138	Salt ...	29,875	82,156	58,100	2,075	...	581 0 0
4	Oil ...	450	3,600	1,250	44	...	12 8 0
1	Tobacco ...	175	962	625	22	...	6 4 0
6	Brass ...	690	27,600	1,875	66	...	18 12 0
12	Jute ...	2,740	8,220	5,600	200	...	56 0 0
3	Hides ...	450	4,500	1,050	37	...	10 8 0
12	Linseed ...	2,500	10,000	5,150	183	...	38 10 0
1	Mustard seed ...	250	812	600	21	...	4 8 0
5	Ghooting ...	1,200	300	2,325	83	...	5 13 0
6	Unwrought timber and piles (3 Dowkars & 176 Ghols)	.....	.....	.....	.....	...	34 2 0
16	Steamers ...	.....	.....	.....	.....	...	18 0 0
2	Bones ...	200	50	400	14	...	4 0 0
67	Miscellaneous ...	14,200	1,13,600	28,650	1,023	...	286 8 0
8	Coal and coke ...	2,775	693	5,575	199	...	27 14 0
1	Firewood ...	500	75	725	25	...	3 10 0
11	Earthenware and earthenpots ...	700	175	1,875	66	...	2 5 6
868	Passenger boats ...	.....	.....	.....	.....	3,155	276 0 0
159	Empty do. ...	.....	.....	77,800	2,778	...	97 4 0
3	Gunny ...	275	2,750	850	30	...	8 8 0
1,417	Total ...	80,860	3,15,154	2,39,375	8,540	3,155	1,846 0 6
1,322	Total of same month last year ...	80,180	3,71,265	3,01,075	10,741	...	1,914 8 6

PUBLIC WORKS DEPARTMENT, IRRIGATION BRANCH, BENGAL.

NUDDRA RIVERS.

Statement showing the total amount of Traffic and Tolls on the Bhagiruthee River at Jungipore Toll Station for the month of February 1886.

Number of Boats.	NATURE OF CARGO.	APPROXIMATE		TONNAGE OF BOATS.		Number of passengers.	Tollage.
		Weight of cargo.	Value of cargo.	Maunds.	Tons.		
	LOCAL TRAFFIC.	Mds.	Rs.				Rs. A. P.
2	Paddy ...	26	26	100	4	...	9 12 0
13	Rice ...	4,246	8,657	8,525	312	...	63 15 0
1	Wheat ...	136	272	275	10	...	2 1 0
41	Pulses and other crops	7,768	9,113	13,900	509	...	104 4 0
30	Fruits and vegetables	6,214	8,657	13,300	487	...	99 12 0
5	Jaggery ...	368	701	775	28	...	7 12 0
11	Ghee ...	885	28,400	3,400	125	...	34 0 0
5	Tobacco ...	920	3,200	2,125	76	...	21 4 0
3	Brass ...	110	4,900	325	12	...	3 4 0
13	Jute ...	4,694	9,438	8,950	328	...	83 8 0
1	Castor seed ...	210	700	425	16	...	3 3 0
35	Mustard seed ...	8,997	36,050	17,300	636	...	129 12 0
10	Other oilseeds ...	2,545	10,100	4,950	182	...	37 2 0
9	Stone lime ...	995	408	1,775	65	...	8 14 0
4	Ghooting ..	440	47	800	29	...	2 0 0
16 rafts	Unwrought timber and piles, (268½ timbers)	.....	4,880	.....	.....	...	66 12 9
4	Firewood ...	500	56	875	32	...	4 6 0
1	Kharee ...	350	300	750	27	...	7 8 0
127	Passenger boats, (188 oars)	.....	.....	.....	.....	114	47 0 0
101	Empty boats ...	.....	.....	33,975	1,245	...	42 7 6
2	Sajee ...	700	500	1,275	47	...	12 12 0
91	Miscellaneous ...	14,515	89,442	31,475	1,154	...	314 4 0
509 & 16 rafts.	Total ...	54,619	2,15,847	1,45,275	5,326	114	1,102 9 3
479 & 6 rafts	Total of same month last year ...	54,877	2,14,186	1,64,800	6,042	...	1,117 1 6

ABSTRACT FOR THE MONTH OF FEBRUARY 1886.

	TRAFFIC, 1885-86.				TRAFFIC, 1884-85.			
	During the month.		To end of the month.		During the corresponding month.		To end of the corresponding month.	
NUDDEA RIVERS.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.	Rs.	A. P.
Jellinghee river ...	3,246	12 6	37,868	7 0	3,979	3 6	46,057	6 9
Matabhanga river ...	3,048	3 6	53,622	10 0	3,639	3 0	62,301	5 6
Bhagiruttee river at Nuddea toll station ...	1,846	0 6	33,629	14 6	1,914	3 6	28,528	10 6
Ditto at Jungypore toll station ...	1,102	9 3	48,676	7 3	1,117	1 6	46,844	0 3
Total ...	9,243	9 9	1,73,797	6 9	10,649	11 6	1,83,731	7 0

CALCUTTA,
The 6th April 1886.

A. D. McARTHUR, Major, R.E.,
Under-Secy. to the Govt. of Bengal.

CIRCULAR AND EASTERN CANALS.

Approximate Return of the Traffic on the Circular and Eastern Canals for the week ending
Saturday, the 3rd of April 1886.

Number of boats.	Nature of cargo.				Weight of cargo.		Tollage.
					Mds.	Rs.	
263	Rice and paddy	...	...	...	69,065	1,310	
18	Jute	...	...	...	14,100	230	
70	Firewood	...	...	...	23,995	371	
723	Other articles	...	...	...	2,04,725	3,317	
1,074	Total				3,11,885	5,228	

Weekly Return of Traffic Receipts on Indian Railways.

EAST INDIAN RAILWAY.

Approximate Return of Traffic for week ended 27th March 1886 on 1,515 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week...	234,099*	Rs. A. P. 2,70,830 8 0*	Mds. S. 27,35,518 20	Rs. A. P. 6,33,638 9 9	Rs. A. P. 30,992 0 4	Rs. A. P. 9,30,491 1 9	65,917	111,134	177,050
Or per mile of railway...	154	182 1 1	18	418 3 11	15 13 4	614 2 8	...	...	...
For previous 11 weeks of half-year...	2,537,138	31,18,828 1 0	3,01,01,691 30	74,38,478 14 2	2,53,796 15 0	1,08,11,103 14 3	764,927	1,243,231	2,008,158
Total for 12 weeks...	2,611,937	33,04,659 9 0	3,28,37,210 10	80,72,117 8 0	2,74,788 15 0	1,17,41,565 0 0	830,844	1,354,414	2,185,258
COMPARISON.									
Total for corresponding week of previous year...	241,500	3,21,402 12 2	28,53,050 20	6,95,528 2 1	19,727 7 6	10,36,059 5 9	74,006	194,339	198,345
Per mile of railway corresponding week of previous year...	159	212 14 9	19	460 12 3	13 1 1	686 13 1	...	...	...
Total to corresponding date of previous year...	3,011,633	37,55,069 8 6	3,04,19,017 10	75,02,761 15 5	2,19,954 11 10	1,15,37,766 3 9	854,827	1,302,481	2,157,308

* The coaching figures for the corresponding period of 1885 include exceptional traffic from movements of troops and despatch of camels by Government.

Approximate Statement of gross receipts of the East Indian Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 27TH MARCH 1885.			RECEIPTS FOR WEEK ENDING 27TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 27TH MARCH 1885.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 27TH MARCH 1886.			Total increase in 1886.	Total decrease in 1886.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
1,500	Rs. 10,36,059	687	1,515	Rs. 9,30,461	614	1,500	Rs. 4,25,23,537	28,171	1,515	Rs. 4,61,90,186*	30,489	36,66,039	...

* Deducted Rs. 79,471 on account of supplemental audited returns to 31st December 1885.

PATNA-GYA STATE RAILWAY.

Approximate Return of Traffic for week ended 27th March 1886 on 57½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week...	14,937	Rs. A. P. 9,355 7 0	Mds. S. 75,668 0	Rs. A. P. 6,610 13 0	Rs. A. P. 51 8 0	Rs. A. P. 15,048 12 0	1,769	919	2,688
Or per mile of railway...	261	164 4 3	1,300 20	113 14 9	0 14 5	263 1 5	...	...	...
For previous 11 weeks of half-year...	127,868	69,170 15 0	4,89,798 0	34,083 1 9	681 2 3	1,62,895 2 3	20,971	7,956	28,927
Total for 12 weeks...	142,805	77,637 6 0	5,65,488 0	40,693 14 0	712 10 3	1,78,943 14 3	22,740	8,907	31,647
COMPARISON.									
Total for corresponding week of previous year...	13,958	7,633 7 8	66,466 0	5,130 0 0	44 15 3	12,796 6 11	1,608	1,033	2,641
Per mile of railway corresponding week of previous year...	244	133 7 8	1,510 30	89 8 2	0 12 7	233 13 0	...	...	...
Total to corresponding date of previous year...	160,143	90,363 6 7	6,85,371 0	45,977 6 0	896 3 9	1,41,176 0 0	31,317	11,898	43,215

Approximate Statement of gross receipts of the Patna-Gya State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 27TH MARCH 1885.			RECEIPTS FOR WEEK ENDING 27TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1884 TO 27TH MARCH 1885.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 27TH MARCH 1886.			Total increase in 1886.	Total decrease in 1886.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
57½	Rs. 15,798	274	57½	Rs. 15,048	263	57½	Rs. 9,34,710	9,348	57½	Rs. 4,67,424*	8,321	...	47,298

* Added Rs. 671 on account of supplemental audited return to 31st December 1885.

DILDARNAGAR-GHAZIPUR STATE RAILWAY.

Approximate Return of Traffic for week ended 27th March 1886 on 12 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	2,422	408 1 0	33,902 10	544 8 0	23 12 0	976 2 0	195	124	329
Or per mile of railway ...	...	34 0 1	...	45 5 0	1 15 8	81 5 6	...	...	...
For previous 11 weeks of half-year ...	27,012	4,639 2 0	2,96,087 0	5,108 13 0	267 10 0	10,012 9 0	2,054	3,167	5,221
Total for 12 weeks ...	29,434	5,047 3 0	3,29,989 10	5,659 2 0	291 0 0	10,989 11 0	2,249	3,301	5,550
COMPARISON.									
Total for corresponding week of previous year ...	2,855	415 7 3	20,774 10	594 6 0	24 3 8	945 15 6	165	164	329
Per mile of railway corresponding week of previous year ...	...	34 10 0	...	42 0 5	2 0 3	78 10 8	...	...	...
Total to corresponding date of previous year ...	25,444	4,913 15 7	2,51,232 10	6,189 12 0	591 3 9	11,694 15 4	2,194	2,918	5,112

Approximate Statement of gross receipts of the Dildarnagar-Ghazipur State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 25TH MARCH 1886.			RECEIPTS FOR WEEK ENDING 27TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 25TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 27TH MARCH 1886.			Total increase in 1886.	Total decrease in 1886.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
12	Rs. 944	Rs. 79	12	Rs. 976	Rs. 81	12	Rs. 46,805	Rs. 3,900	12	Rs. 45,807*	Rs. 3,776	.....	Rs. 1,400

* Added Rs. 6 on account of supplemental audited return to 31st December 1885.

SINDIA STATE RAILWAY.

Approximate Return of Traffic for week ended 27th March 1886 on 74½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week ...	4,824	4,914 2 0	62,241 0	1,673 14 0	45 0 0	6,673 0 0	600	580	900
Or per mile of railway ...	...	65 11 2	...	22 5 1	1 2 2	89 3 5	...	...	...
For previous 11 weeks of half-year ...	65,550	56,176 4 0	2,50,926 20	41,838 4 0	1,361 15 6	99,370 7 6	17,007	12,910	29,917
Total for 12 weeks ...	70,174	61,094 6 0	10,12,709 20	43,512 2 0	1,446 15 6	1,06,043 7 6	17,607	13,500	30,807
COMPARISON.									
Total for corresponding week of previous year ...	7,692	6,377 10 5	1,23,004 20	4,519 11 0	145 6 3	11,240 11 8	1,715	1,274	2,991
Per mile of railway corresponding week of previous year ...	...	85 4 8	...	60 10 8	1 14 9	150 14 1	...	...	...
Total to corresponding date of previous year ...	78,989	66,045 1 4	11,45,519 20	55,345 5 3	1,084 5 8	1,23,942 11 10	12,213	10,372	28,487

Approximate Statement of gross receipts of the Sindia State Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 25TH MARCH 1886.			RECEIPTS FOR WEEK ENDING 27TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 25TH MARCH 1886.			TOTAL RECEIPTS FROM 1ST APRIL 1885 TO 27TH MARCH 1886.			Total increase in 1886.	Total decrease in 1886.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
74½	Rs. 11,241	Rs. 151	74½	Rs. 6,673	Rs. 89	74½	Rs. 3,70,225	Rs. 5,225	74½	Rs. 3,71,300*	Rs. 5,005	.....	Rs. 17,025

* Deducted Rs. 1,213 on account of supplemental audited return to 31st December 1885.

TARKESWAR BRANCH RAILWAY.

Approximate Return of Traffic for week ended 27th March 1886 on 22½ miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week...	16,757	4,901 7 0	12,001 10	444 4 0	5 0 0	5,390 11 0	888	60	948
Or per mile of railway...	220 4 7			21 12 3	0 3 7	242 4 5			
For previous 11 weeks of half-year...	225,368	60,657 5 0	1,37,506 0	4,517 15 0	54 15 0	65,210 3 4	10,900	2,457	13,357
Total for 12 weeks...	242,125	65,558 12 0	1,40,307 10	5,002 3 0	59 15 0	70,600 14 6	11,777	2,517	14,294
COMPARISON.									
Total for corresponding week of previous year...	16,529	4,476 11 3	6,516 0	228 12 0	4 11 9	4,740 6 0	1,092	55	1,147
Per mile of railway corresponding week of previous year...		203 7 10		11 12 4	0 3 5	215 7 7			
Total to corresponding date of previous year...	225,744	70,483 14 3	2,90,238 10	5,095 15 0	95 1 0	76,244 14 3	13,135	3,087	16,222

Approximate Statement of gross receipts of the Tarkeswar Branch Railway, prepared in accordance with Public Works Department Circular No. XXI, Railway, dated 23rd July 1883.

RECEIPTS FOR WEEK ENDING 26th MARCH 1885.			RECEIPTS FOR WEEK ENDING 27th MARCH 1886.			TOTAL RECEIPTS FROM 1st APRIL 1885 TO 1886.			TOTAL RECEIPTS FROM 1st APRIL 1885 TO 27th MARCH 1886.			Total increase in 1886.	Total decrease in 1885.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Rs.	Rs.
	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.
22½	4,740	215	22½	5,391	242				22½	2,62,523†	11,349		

* Line opened from January 1885.

† Added Rs. 254 on account of supplemental audited return to 31st December 1885.

EASTERN BENGAL STATE RAILWAY.

Approximate Return of Traffic for week ended 20th March 1886 on 233 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated). Including steam-boat.	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
		Rs. A. P.	Mds. s.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Total traffic for the week...	94,487	39,003 0 0	3,02,302 0	37,151 0 0	4,523 0 0	41,674 0 0	10,719	2,805	13,524
Or per mile of railway...	405	170 0 0	1,297 0	160 0 0	19 0 0	200 0 0			
For previous 11 weeks of half-year...	961,406	2,09,219 0 0	45,16,998 0	5,19,197 0 0	37,911 0 0	5,57,108 0 0	110,370	102,437	212,807
Total for 12 weeks...	1,055,893	4,32,912 0 0	48,19,290 0	5,56,378 0 0	42,434 0 0	6,01,734 0 0	121,097	111,242	232,339
COMPARISON.									
Total for corresponding week of previous year (audited)...	86,775	39,798 0 0	2,91,173 0	36,408 0 0	7,118 0 0	43,516 0 0	11,684	3,500	15,184
Or per mile of railway corresponding week of previous year...	373	171 0 0	1,250 0	156 0 0	30 0 0	196 0 0			
Total to corresponding date of previous year...	1,121,878	4,82,016 0 0	35,41,528 0	4,61,004 0 0	74,898 0 0	5,35,902 0 0	134,380	120,000	254,380

FINANCIAL YEAR.

Approximate Statement of gross receipts of the Eastern Bengal State Railway.

RECEIPTS FOR WEEK ENDING 1st MARCH 1885.			RECEIPTS FOR WEEK ENDING 20th MARCH 1886.			TOTAL RECEIPTS FROM 1st APRIL 1885 TO 1st MARCH 1886.			TOTAL RECEIPTS FROM 1st APRIL 1885 TO 20th MARCH 1886.			Total increase in 1886-85.	Total decrease in 1885-86.
Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Rs.	Rs.
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.
83,312	358	233	81,397	349	233	82,79,224	32,632	233	44,13,025*	18,940			

* Audited up to 31st December 1885.

BENGAL CENTRAL RAILWAY.

Approximate Return of Traffic for week ended 20th March 1886 on 120 miles open.

	COACHING TRAFFIC.		MERCHANDISE AND MINERAL TRAFFIC.		Other earnings (estimated).	Total earnings.	TRAFFIC TRAIN-MILES RUN.		
	Number of passengers.	Coaching receipts.	Weight carried.	Receipts.			Coaching.	Merchandise.	Total.
Total traffic for the week	26,483	Rs. A. P.	Mds. S.	Rs. A. P.	Rs. A. P.	Rs. A. P.			
Or per mile of railway	210	10,191 0 0	42,004 0	2,792 0 0	83 0 0	13,036 0 0	3,319	1,940	5,259
For previous 10 weeks of half-year	237,844	88,636 0 0	3,57,065 0	18,706 0 0	282 0 0	1,07,643 0 0	22,400	12,571	34,971
Total for 11 weeks	264,313	98,827 0 0	4,02,067 0	21,497 0 0	315 0 0	1,20,639 0 0	25,719	14,511	40,230
COMPARISON.									
Total for corresponding week of previous year (audited)	22,544	8,038 0 0	33,000 0	2,097 0 0	29 0 0	10,161 0 0	2,965	1,099	4,064
Per mile of railway corresponding period of previous year	179	64 0 0	267 0	16 0 0	.....	80 0 0	.....	.....	.....
Total to corresponding date of previous year	254,353	92,634 0 0	3,81,007 0	19,900 0 0	297 0 0	1,13,140 0 0	40,915	21,194	62,109

FINANCIAL YEAR.

Approximate Statement of gross receipts of the Bengal Central Railway.

RECEIPTS FOR WEEK ENDING 31st MARCH 1886.			RECEIPTS FOR WEEK ENDING 20th MARCH 1885.			TOTAL RECEIPTS FROM 1st APRIL 1884 TO 31st MARCH 1885.			TOTAL RECEIPTS FROM 1st APRIL 1885 TO 20th MARCH 1886.			Total increase in 1885-86.	Total decrease in 1884-85.
Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.	Mean mileage worked.	Total receipts.	Per mile worked.		
120	Rs. 10,191	Rs. 81	120	Rs. 13,036	Rs. 105	120	Rs. 4,96,023	Rs. 3,969	120	Rs. 5,26,637*	Rs. 4,164	Rs. 26,014	Rs.

* Audited up to 31st December 1885.

DARJEELING-HIMALAYAN RAILWAY COMPANY, LIMITED.

Approximate earnings for week ending 20th March 1886	Rs. A. P.
Corresponding week last year	8,441 0 0
Increase	6,678 0 0
Receipts from 1st January to 20th March 1886	1,763 0 0
From 1st January to 21st March 1885	72,552 0 0
Increase	67,849 0 0
	4,703 0 0
Miles open week ending 20th March 1886	Miles.
Corresponding week last year	50½
	60½
Receipts per mile open week ending 20th March 1886	Rs. A. P.
Corresponding week last year	160 5 2
Increase	191 9 5
	34 11 5

SECRETARY'S OFFICE, Darjeeling, the 30th March 1886.

W. STEVENSON, Secretary.



SUPPLEMENT TO The Calcutta Gazette.

WEDNESDAY, APRIL 14, 1886.

OFFICIAL PAPERS.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on payment of Six Rupees per annum if delivered in Calcutta, or Twelve Rupees if sent by Post.

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Proceedings of the Council of the Lieutenant-Governor of Bengal for the purpose of making Laws and Regulations.

Saturday, the 27th March 1886.

Present:

HIS HONOR the Lieutenant-Governor of Bengal, K.C.S.I., *President.*
 The HON. G. C. PAUL, C.I.E., *Advocate-General.*
 The HON. H. J. REYNOLDS, C.S.I.
 COLONEL THE HON. S. T. TREVOR, R.E.
 The HON. C. B. GARRETT.
 The HON. H. L. HARRISON.
 The HON. MOULVIE ABDUL JUBBAR.
 The HON. RAI JAI PRORASH LALL, BAHADOOR.
 The HON. G. IRVING.
 The HON. D. CRUICKSHANK.
 The HON. ANUNDO MOHUN BOSE.

STEAM BOILERS AND PRIME-MOVERS.

THE HON. MR. REYNOLDS presented the report of the Select Committee on the Bill to amend Bengal Act III of 1879 (Steam Boilers and Prime Movers).

AMENDMENT OF THE VILLAGE CHAUKIDARI ACT.

The HON. MR. GARRETT moved that the report of the Select Committee on the Bill to consolidate and amend the law relating to village watchmen be taken into consideration in order to the settlement of the clauses of the Bill.

The HON. RAI JAI PROKASH LALL BAHADOOR moved as an amendment that the Bill as amended by the Select Committee be published in the local vernacular gazettes for the information of the public. He said that, considering the fact that the Bill vitally affected the entire rural population of Bengal, Behar, and Orissa, a vast majority of whom did not know English, or even know of the existence of the *Calcutta Gazette*, it was absolutely necessary in the interests of the public that the provisions of the amended Bill should be presented to them in their own language. The changes made by the Select Committee in the original Bill were sweeping and radical; in fact, the amended Bill was a wholly different measure from its predecessor, and it was but right that the people should know exactly the shape in which it now stood. They had, moreover, been under the impression that all the objectionable features of the original Bill had been removed; but although all felt deeply thankful to the Select Committee and the Government for the concessions so graciously made, he regretted that the amended Bill, if passed into law, would introduce a change which would really transfer the control of the village watch from the people to the executive administration. The hon'ble members were aware that, under the system to be inaugurated by the Bill, the pay of the chaukidars would be disbursed by such officers as the Magistrate might appoint on that behalf, i.e., in all probability the officers of the police department. Therefore, the regular police, as the department which would pay the salaries of the chaukidars, would be able to exercise over them an absolute control. It was all very well to say that the chaukidar would be under the supervision of the punchayet, but to all intents and purposes the real power would gravitate towards the Inspector and his Sub, and by a natural law would descend to the head constable and the constable. The procedure which the Bill substitute regarding the payment of chowkidars' salaries was, as he should show when he move another amendment that stood in his name, wholly unworkable; and the tendency of the change would render the duties of the punchayet more distasteful to them than they were before, and the whole result would he was sure, leave matters far worse than they had been. It was only proper that before a change so radical in its character was introduced—a change which, as it were, would revolutionize the present practice—the people should have an opportunity of expressing their opinions upon it. It might be said that if his motion was accepted by the Council, the Bill might not be passed this session. But a delay of eight or nine months was wholly immaterial; they were not confronted with a political difficulty or a social crisis; and if the Government should be pleased to agree to a postponement of the discussion of the Bill, no interest would suffer in the slightest degree.

The HON. MR. ANUNDO MOHUN BOSE in supporting the motion said he would be glad if the Council could see its way to accepting the proposal which had just been made; but he would wish also to avail himself of the opportunity to refer to some of the principal features of the Bill as it had now come before the Council for consideration. He entirely agreed with his hon friend as to the extent and scope of the amendments made by the Select Committee, and also as to the objectionable character of its one proposal to make over the payment of chaukidars to officers appointed by the Magistrate. But before entering into that matter, it was his agreeable duty to bear testimony to the very important modifications in the direction of concession to public opinion which had been introduced in the Bill as it was originally laid before the Council in the course of the sittings of that Committee. When the Bill was introduced on the 30th January last, he ventured to object to six principal features in the Bill as it then stood. He ventured to object to the compulsory appointment of tchsildars or Government tax-gatherers; to the appointment of circle sirdars to watch the village watchmen and report on village crime; to the transfer of

the appointment of chaukidars from the punchayets to the Magistrates; to the proposed increase of the powers of the District Superintendent of Police and of the district police generally over village watchmen; to the payment of the chaukidars at the thana; and lastly, to the proposed increase of taxation which was a necessary consequence of some of those proposals. He was happy to be able to say that, with one exception, every one of those grounds of objection had been fully and freely met by the Select Committee; and further that the Select Committee had directed its attention not simply to the removal of those evils and the withdrawal of the proposed innovations of an objectionable character, but it also directed its attention to the examination of the existing Act, and to improving and strengthening the basis of the punchayet system in these territories. Perhaps the most important change in the existing Act which the Select Committee proposed to make in the Bill now before the Council was that in section 3 of Act VI of 1870. He could have wished that the recognition of the elective principle in the constitution of punchayets had been fully, and (if he might use the word) more formally made than happened to be the case in the wording of the section. But it was his duty to admit that, practically and substantially, at least in the vast majority of cases, the principle of election had been recognised by the Committee and embodied in this new section. Section 2 of the Bill laid down, in the first place, that it would be the duty of an officer exercising magisterial powers to proceed personally to the village and thereby remove the greatest blot that existed in the working of the present system by reason of the employment of the police for the selection of punchayets. But the section as proposed went further and provided that, except in certain special cases, the appointment was to be made in conformity with the wishes of the villagers themselves. Mr. ANUNDO MOHUN ROSE understood the section to mean that in the vast majority of cases the selection made by the villagers would be approved. It was only when special reasons existed, and these would have to be specially recorded when they did exist, that the nominees of the villagers would be set aside.

HIS HONOR THE PRESIDENT observed that there was an amendment in the notice paper on section 3. It would be very much better that the discussion of the question involved in that amendment should be deferred till the amendment came before the Council. They would never get to the end of the Bill if details, which were subject to consideration at a later stage of the proceedings, were discussed generally now.

The HON. MR. ANUNDO MOHUN ROSE said that he would reserve the further remarks which he had to offer until the time came for him to move the amendments of which he had given notice.

HIS HONOR THE PRESIDENT said he must oppose the amendment moved by the Hon. Rai Jai Prokash Lall Bahadoor for the republication of the Bill in the vernacular gazettes. The papers connected with this Bill had been for a long time before the public. It had been admitted by both the hon. members who had spoken that the Bill as it was introduced had been considerably modified, and that the amendments which had been made were all in the direction which those who opposed the original Bill desired. The report of the Select Committee had been for a fortnight on the table of the Council, and had been published in all the newspapers; and if the Bill in its amended form were now to be published and circulated throughout the country, they would never get to legislation at all. His Honor had no intention to pass the Bill into law at the present meeting of the Council. That ultimate motion he proposed to defer till the last meeting of the Council on the 10th April next; therefore another fortnight must elapse before any final action could be taken. He therefore felt it his duty to oppose the motion, especially as the hon. mover of the amendment was present when His Honor announced that the Bill would be taken into consideration on this occasion.

The HON. RAI JOY PROKASH LALL BAHADOOR said that he was willing to withdraw the amendment if the Hon'ble Member in charge of the Bill would agree to postpone the consideration of the clauses for a week.

The amendment was then put and negatived, and the original motion was agreed to.

The HON. MR. ANINDO MOHUN BOSE moved that, in the second line of the last-clause of section 2, for the words "this Act" the words "the Village Chaukidari Act" (or, if preferred, the words "Bengal Act VI of 1870 as amended by Bengal Act I of 1871") be substituted. This, he said, was a mere question of drafting, and he would leave the matter entirely in the hands of the hon. mover with the observations he was about to make. The clause said—"Provided also that in every village to which this Act has already been extended." The only doubt he felt was that the words "this Act" would be held to refer to this Bill when it passed into an Act. If, for instance, it became Act II of 1886, the language would refer to the extension of that Act, and not to Act VI of 1870; but that he believed was not intended by the Select Committee. The meaning was that after the passing of this Bill, in places to which the existing Village Chaukidari Acts, VI of 1870 and I of 1871, had been extended, a fresh appointment or election of the punchayet should, as soon as possible, be made, so that the new system might be brought into working order without delay; and that interpretation was further confirmed by the first section of the Bill, which provided that "this Act shall be read with, and taken as part of, Bengal Act VI of 1870 as amended by Bengal Act I of 1871," which showed that the expression "this Act" referred to this Bill when passed into law. Therefore, it seemed to him as a matter of drafting that the better course would be to provide that "in every village to which the Village Chaukidari Act (or Bengal Act VI of 1870 as amended by Bengal Act I of 1871) has already been extended," so that there might be no ambiguity as to the meaning.

The HON. MR. GARRETT said he could not accept the amendment. He thought that if the hon. member looked at section 2 of the Bill he would find that that section was to be substituted for section 3 of Act VI of 1870, and to form a part of that Act; therefore the words "this Act" in that section could only refer to the Act of which it formed a part.

The HON. THE ADVOCATE-GENERAL said he agreed in the construction put by the hon. mover of the Bill upon the words "this Act" in the last clause of section 2 of the Bill.

The motion was by leave withdrawn.

The HON. RAI JAI PROKASH LALL BAHADOOR moved the insertion of the following after the second proviso in section 3:—

"Provided also that, after the Magistrate has so sanctioned the names of such persons he shall, within a reasonable time, publish a list thereof in the village; and that no person's name shall be retained in such list to whose nomination one-third of the rate-payers of the said village shall, within thirty days after such publication, prefer objections in writing."

His object in moving this amendment was clear enough. The Magistrate, under the present system, which was maintained in the revised Bill, had to consult the wishes of the people before he appointed a punchayet. The alteration he proposed would accentuate the need for his acting in consonance with the sentiments of the local public. He would have to publish his list of nominees to the village, and within a specified time objections were to be preferred by the villagers. If the people came forward and declared their opposition to the choice of any particular person, he ought not to be shouldered upon the village community. He ventured to say that the condition inserted in the amendment, that the adverse votes must represent fully one-third of the rate-payers of the village, was a sufficient guarantee that business would not be needlessly obstructed. The people were desirous of electing their punchayets, but considering the fact that there might be some difficulty in working the elective system on a larger scale, he thought he should not be justified in proposing it. His amendment would, if carried, amount to the introduction of a quasi-elective system under safeguards which would eventually

prevent the Magistrate from being misled by designing men in his selection of the punchayet.

The HON. MR. GARRETT said he could not accept the amendment. It appeared to him that the section as it stood provided that a magisterial officer should go to the village and ascertain the wishes of the villagers as to the persons to be selected for the punchayet. The Government was not prepared to concede a regular system of election; but they desired that the opinions of the villagers should be placed before the officer who was to select the members of the punchayet, that the villagers should in an informal way express their opinion as to who were the fittest persons to be appointed. It seemed to Mr. Garrett that the hon'ble member's amendment would make it possible for one-third of the villagers to keep any person out of the punchayet—make it in fact a sort of club in which one black ball in three would exclude. The selecting officer would in most cases be a native gentleman who would be fully qualified to judge of the validity of any objections which might be raised to any person who had been chosen for appointment to the punchayet.

The HON. MOULVIE ABDUL JUBBAR remarked that experience in the working of the Act showed that if the amendment were carried there would be considerable difficulty in appointing a punchayet; for it would be very easy for an unwilling raiyat or the principal person in the village to induce one-third of the villagers to object to any appointment.

The HON. MR. REYNOLDS thought the amendment would cause great inconvenience. Besides, the exclusion of any person on the objection of one-third of the rate-payers assumed that the Magistrate would have in his possession a list of the rate-payers, and that he would be able to see whether one-third of them had objected. Mr. Reynolds therefore opposed the amendment.

The HON. MR. ANUNDO MOHUN BOSE said that the acceptance of the amendment would defeat the very object which the hon. mover had in view. As the section was worded, the procedure was this:—A person exercising magisterial functions went to the village, and the people to be appointed as punchayet were to be the persons who in the opinion of the villagers were considered to be the fittest, or, for special reasons to be recorded, other persons might be appointed. Practically in nine cases out of ten the election by the villagers would be accepted by the Magistrate, for he could not conceive that special disqualifying causes to their selection would be found to exist in anything like an appreciable number of cases. But under this amendment, after such selection and appointment had been made, there was to be a publication in the village, and the opposition of one-third of the villagers would defeat the selection made by two-thirds of them; and the effect of that would be really to defeat the introduction of the elective principle, and not to promote its acceptance. Not only would this be the case, but the whole elective system would be brought to a dead lock, and there would be a fiasco; for nothing was provided in the amendment to meet the contingency which might happen on one-third of the rate-payers objecting to the selection by the majority. Was a Deputy Magistrate to go again to the village, with a similar result following *ad infinitum*, and a minority successfully and permanently overriding the wishes of the majority? Under these circumstances, he hoped his hon. friend would see that, while every one was prepared fully to sympathise with the object he had in view, it would be frustrated and not furthered by the amendment. Mr. Anundo Mohun Bose would have wished that the recognition of the elective principle had been more formal and complete; but he did not think that result would be obtained by accepting this amendment.

The HON. RAI JAI PROKASH LALL BAHADOOR said in reply that he admitted that under the provisions of this Bill a better class of men would be obtained for the punchayets; but the Magistrate could only consult a number of selected persons and not the whole village. It generally happened that designing

men stepped in and tried to get their own set appointed, and sometimes very obnoxious persons were nominated to the punchayet. His object was only to provide some safeguard to prevent the appointment of such men, which would be a great advantage.

The motion was then put and negatived.

The HON. RAI JAI PROKASH LALL BAHADOOR moved that in section 11 for the words "such officer as the Magistrate shall appoint," the following words be substituted: "the member of the punchayet appointed to collect the tax." In support of his amendment the hon. member said:—The Council was fully aware of the great difficulties which the Magistrate found in inducing respectable people to accept seats on the board of punchayets. These difficulties arose from the fact that the members of the punchayet were treated with but scant courtesy by the regular police. Almost on every occasion when the Inspector visited a village, a punch was treated a little better, of course, than the chaukidar, but still in a way to which no man who had the smallest spark of self-respect would submit. The punchayet had also to dance attendance on the Magistrate and Deputy Magistrate, and District and Assistant Superintendents of Police, wherever they might choose to encamp while on tour. But although a seat on the village board was now no bed of roses, still a punchayet had some real power over the chaukidar, inasmuch as his wages were paid by them. He desired that this power should still be theirs, and that, only in exceptional cases, where the Magistrate was satisfied that there had been wilful and negligent failure to pay the chaukidar's salary, the Magistrate would be able to substitute an official agency in place of the indigenous agency. He earnestly submitted that the system proposed by the Bill could not work at all satisfactorily. In the first place, the punchayets of all the villages of a district, in many cases situated at enormous distances from the sudder station, were to remit their collections to the Magistrate. How would this money be remitted? Who would pay the expenses which the process would involve? Were the collections to be remitted daily, or weekly, or monthly? Would the money have to be deposited in the thana or treasury, or kept with a ministerial officer? If the latter, how would his duties be remunerated? How and by whom were the accounts to be kept; whether by the same officers who had the custody of the money or by a different set of men? Who, again, would be the officer appointed by the Magistrate to pay the chaukidars' salaries? If the Inspector or Sub-Inspector or Head Constable in charge of a police station or outpost be appointed, were they quite sure that the lot of the chaukidar would be improved? Considering the present staff of subordinate police officers, it was extremely doubtful whether the three rupees per month would not grow beautifully less and less by change of hands to two rupees, or two rupees and eight annas.

The ostensible ground assigned for depriving the people of the control of their own police is that chaukidars had not been punctually paid by the punchayets. Now he ventured to say that that ground could not be supported. Mr. Westmacott in his minute said:—

"From my own experience, I have generally considered that, so long as the villagers can find a chaukidar who will come regularly to the thana, I may leave it to them to take care that he performs watch and ward to their satisfaction, and to the chaukidar himself to secure proper pay and that I need not interfere unless the chaukidar complains of not being properly paid."

"Considering how natives dislike punctuality in making payments, I think the success of the punchayets in collecting the rate has been very fair. One Magistrate reporting on the subject points out that the punchayets have collected the chaukidari tax much more punctually than rents are collected in zemindar's estate or in khas mehals, and this I corroborate both from my own experience as Magistrate and also from the enquiries of the Committee."

So that it was abundantly clear that the very reason which had been assigned for the transfer of the power of making payments of the watchmen's salary from the punchayet to the police, failed. Even supposing, however, that the present system called for some reform, his suggestion met all the reasonable requirements of the case. He proposed that the punchayet should, in the majority

of instances, continue to make the payments; if the Magistrate was satisfied that they had negligently and wilfully failed to pay, he might displace them.

He felt confident that this amendment would be accepted. They should not brand a whole population of millions of villages as incompetent to manage such a small matter as the payment of their own watch. The people were far more interested in seeing that he guarded their lives and properties than all the regular police force put together; for when a theft or robbery took place, it was the people who suffered and not the Inspector or the Sub-Inspector.

The punchayet incurred the odium of assessing the tax and of collecting it; the liability of having their goods and chattels distrained and sold was imposed upon them: they were dragged before the Criminal Court for neglecting to give information of offences, and still they were not to be trusted any longer. If there were any means completely to estrange the sympathies of the people from the village watch, the provision of the Bill which he humbly sought to amend would completely bring about such ends.

The HON. MOULVIE ABDUL JUBBAR observed that if the hon. member consulted the wishes of the chaukidars themselves he would find that they would prefer to be paid by an officer of Government than to receive their salaries from the members of the punchayet. He thought that, in a matter like this, there was considerable advantage in taking into consideration the wishes of the payees.

The HON. MR. ANUNDO MOHUN BOSE said he had not had the advantage of consulting the chaukidars as to how they would like to be paid. They were, he apprehended, rather a large body for any single member to consult; but he had caused inquiries to be made, and from the information accessible to him, it certainly seemed that the chaukidars were not very fond of the members of the police force with whom they had to come into contact. He would beg therefore to support this amendment, and he supported it, first on the ground that the Bill proposed to effect a radical change in the relations which had hitherto been subsisting between the chaukidars and the members of the punchayet. He thought the Bill would loosen that bond of sympathy which existed between the chaukidar and the village community, and the punchayet representing the village community, if the power of payment of the chaukidar's wages were taken away from the punchayet and the chaukidar had to look to the Magistrate or officer appointed by the Magistrate for his pay. He was free to admit that the report of Mr. Monro's Committee had brought it out that there had been exceptional cases of irregularity in the payment of the chaukidar on the part of the punchayets; but he would beg to draw the attention of the Council to this one great fact, — that the Council was practically proceeding on the basis that the defects which had been found to exist in the working of the punchayet system might fairly or reasonably be traced to the other admitted fact that the constitution of the punchayet had not been framed in strict accordance with the intention of the Legislature; and it was on that ground that the Select Committee came to the decision to give a further trial to the present system, and to strengthen, in a material way, the constitution of the punchayet in the manner proposed in section 3 of the Bill. He therefore submitted that it would be desirable to give a further trial to the present system without introducing this very material innovation, and to see how the punchayet, as it was now proposed to be constituted, gave satisfaction by a proper discharge of their duties. Then he begged to point out the inconveniences which would result from the adoption of the course suggested by this section of the Bill. In such case the collections made by the punchayet would have to make a double journey—first a journey to the Magistrate or officer whom the Magistrate might appoint to pay the chaukidars, and then the journey back into the hands of the chaukidar. No doubt there were great advantages in travelling, but in this case he did not think there would be any profit, but on the contrary inconvenience and loss would result from the process. He next submitted that it was not desirable to cast a slur on the whole body of punchayets by depriving them of the power of paying chaukidars on account of irregularities on the part of some of them, and it should be remembered that by this Bill punchayets would be constituted

on a new basis, and that the proper safeguard against non-payment would be furnished by the next amendment of the hon. member (Rai Jai Prokash Lall Bahadoor). What was proposed was this: that when there was a complaint of non-payment by a punchayet, it would then be open to the Magistrate to appoint an officer to pay the chaukidar. But in the absence of complaints of that description it would not be necessary, nor he submitted would it be desirable, that the wholesale change contemplated by section 11 should be introduced. And lastly, he would also mention this for consideration, that if the apprehension was justified that the officer appointed would be a member of the police force—and he supposed that in many cases it might be so—the evils that would be brought into existence would also be of a serious description. He would not enter into that question now, because there was a further amendment on the notice paper which would enable him to address himself to that general point; but having regard to the class of police officers in charge of outposts, in many cases in remedying the present evil the Council would perhaps be introducing evils of a worse description. On these grounds he hoped the Council would accept the amendment, and all the more so when it was remembered that it was to be read in conjunction with the next amendment, which provided that on complaint of the non-receipt by the chaukidar of his salary for a quarter the Magistrate might take action.

The HON. MR. GARRETT entirely opposed the amendment, because it would defeat one of the main objects of the Bill, viz. to secure the punctual payment of the chaukidar, by bringing it in some degree under the hands of the Magistrate. Experience had shown not only that the chaukidars would not complain, but they were forced to admit that they had been paid when they had not been paid. An hon. member mentioned in Committee a case in which certain chaukidars had been compelled to refund the arrears of pay which the evening before the punchayet had been compelled to pay them. And as regards the question of inconvenience, Mr. Garrett remarked that the word "Magistrate" included a sub-divisional Magistrate as well as a District Magistrate, and there would therefore be little or no inconvenience. Moreover, money might be remitted by means of money-orders in the same way as rent might now be remitted. He thought that to leave the payment of the chaukidars in the hands of the collecting member of the punchayet would be to perpetuate one of the most well-proved evils of the present system.

The HON. MR. REYNOLDS observed that if the next amendment on the notice paper was accepted, to which he saw no objection, there would be nothing in section 11 as it stood to prevent the Magistrate directing that the pay of the chaukidar should be given to him by the collecting member of the punchayet. He quite agreed with the hon. mover of the Bill that the section was of extreme importance, and that the amendment now before the Council would defeat one of the main objects of the Bill. He therefore opposed the acceptance of this amendment.

The HON. RAI JAI PROKASH LALL BAHADOOR said that the remarks which he had made applied not only to the amendment now before the Council, but to his proposed amendment on section 12, which related to the same subject-matter, and he had nothing further to add.

HIS HONOR THE PRESIDENT said that the Act as it originally stood, section 43, provided that every chaukidar should receive, month by month, the full amount of his salary from the members of the punchayets appointed to collect the tax. The amending section of this Bill simply said that every chaukidar should receive, quarter by quarter, (following the law as amended by Act I of 1871), the full amount of his salary from such officer as the Magistrate should appoint. The objection taken to this amendment of the law was that it superseded the punchayet. His HONOR could not help agreeing with the Hon. Mr. Reynolds that, provided some such words were introduced as was suggested in the next amendment in the name of the Hon. Anundo Mohun Bose, there would be nothing in the amending section as it stood which would prevent the Magistrate from employing, if he thought it necessary, any member

of the punchayet to perform this duty. His Honor was very glad to hear from the hon member that there had been great concessions made since this Bill was first introduced. It was framed on the recommendation of the Committee, the majority of whom at least considered that a completely different system should be introduced on account of the failure of the Act which was passed fifteen years ago. The point which they brought out chiefly was that the punchayets did not do their duty, and that the chowkidars were not regularly paid. The Committee were of opinion that, in this matter, the punchayets should not be trusted further, but the argument which the Hon. Mr. Anundo Mohun Bose based upon that was that, as the constitution of the punchayets would be greatly improved under this Bill, they should be trusted further. The view of the Committee, which was a very efficient one, composed as it was of gentlemen thoroughly conversant with the working of the system, was very strongly opposed to the continuation of the present mode of paying the chaukidars. They said practically that the Act was passed on the principle of trusting the village communities; that in such a small matter, limited to so small an area, viz. a village, and the payment of so small a sum as Rs. 3 or Rs. 4 per mensem to the chaukidar, it had been hoped that the village community would have been able regularly to realize the money in their own way and to pay the chaukidar. The result of their enquiries, however, went to show that in both these respects the Act had failed. The money was not properly realized: it was realised from the poorer class of people, while the rich were entirely exempted, which was very unfair; and the money even when collected was not regularly paid to the chaukidar. They admitted that there had been a great improvement upon the previous state of things when the chaukidars were paid by the zemindars, but they said that the Act of 1870 had nothing to do with the improvement which had taken place. The system introduced by that Act was intended to be self-acting, and very much was left to the spontaneous action of the punchayets and the village communities. The result, however, was that any improvement which had taken place had been effected by measures entirely outside the Act. He would read to the Council a few lines in which the Committee brought that out. They said—

“Up to the year 1878 the village communities were allowed to work the Act very much in their own way, and special attention does not seem to have been directed to the question of the regularity of payment of salaries of chaukidars. In that year, however, doubts began to be expressed as to whether the payment of chaukidars' wages was so regular as believed, and in 1879 the inspection of punchayets' accounts by police officers was specially sanctioned by Government. The inspection of these accounts revealed the fact that instead of the village chaukidar being paid with regularity, the village communities had allowed his wages habitually to fall into arrears. Since then, exceptional activity has been displayed by local officers in insisting on punchayets doing their duty, and in not unfrequent instances punctuality of payment has been secured by the adoption of measures decidedly illegal.”

That went to show that the voluntary system was an absolute failure, and that hitherto the only way to secure the regular payment of this important body of public officers was by the exercise of extra legal, or rather illegal, powers to enforce payment. And now the hon. member asked the Council to exclude legislation which would sanction the exercise of such powers. His Honor was very glad to accept, having regard to the expressed views of public officers generally, the proposal of the amended Bill to give a further trial to the punchayet system; but he must insist that it was the duty of the Government to secure by the best means in their power the regular payment of these watchmen, and that could only be done by some principle of external control such as this Bill provided. His Honor would not object to the insertion of the words “or person” after officer, because he thought that, in most cases in which the Magistrate took action under this section, it would be by appointing the headman of the punchayet to perform this duty, and it would be only in exceptional cases, when the village community or the punchayet was obstructive or dilatory, that the Magistrate would have power to depute some person to see that the chaukidar was paid. And therefore he opposed the amendment that the matter should be left as it was at present entirely in the hands of the punchayet, but he would be willing to accept an amendment like that proposed by the Hon. Mr. Anundo Mohun Bose to secure that the person deputed should

not necessarily be a police officer, but any person whom the Magistrate thought fit to appoint, such for instance as any member of the village community in whom he had confidence.

The motion was then put to the vote and negatived.

The HON. MR. ANUNDO MOHUN BOSE moved that in section 11, after the words "such officer," the words "or in such way" be added, and that at the end the following proviso be inserted:—"Provided that, so far as practicable, the payment shall in no case be made through the police." He said that he hoped after the remarks which had fallen from His Honor the President that there would be no difficulty on the part of the Council in accepting this amendment. His reason for proposing the amendment was twofold. First, he thought it very desirable that it should be expressly laid down that the police, as a rule, should not be empowered to disburse payments to the chaukidars. And in order to support that it became necessary for a moment to examine the relations at present subsisting between the police and the village chaukidars. A number of enquiries were instituted on this point, as had been stated in the memorial from the Indian Association, and certainly the result of that enquiry, from more than a hundred villages, was to show that the village chaukidars were in a state of almost unmitigated serfdom to the officer in charge of the police thana. And this was subsequently borne out by the report of the Official Committee. In paragraph 81 of the report of Mr. Munro's Committee, they said—

"At present chaukidars drop into the thana at all hours of the day. The officer in charge asks them if they have anything to say, and they reply in the negative; they dawdle about the thana; the police make use of them to perform various menial services for them, and they go off to their villages without having really given any information of any practical use, only to return next day, or a few days afterwards, to go through the same unmeaning form."

The Council had it therefore on the authority of the Committee that it was an undoubted fact that when the village chaukidars went to the thana, very little use was made of them for the real purpose of their visit to the thana, but practically the use to which their attendance was turned was to make them perform—he need hardly say without remuneration—all kinds of menial service that might be imposed upon them by the officer in charge of the station. The result of the enquiries of the Indian Association went further. Not only at the thana, but on the occasion of the visit to the village itself, the police officer was in a position to exercise all the privileges of a master in making the chaukidar carry loads and the like, in some cases subjecting him to personal ill-treatment: and Mr. Anundo Mohun Bose submitted that, if the payment of the chaukidars were further to be made over to the police, those relations—and they were exceedingly undesirable relations—would be all the more strengthened. Secondly, he submitted that in other respects also it would be undesirable that the police should have this power. He did not wish to make any sweeping observations; but after the startling statements made in the body of the report as to the conduct of the Police, and after the observations which had been made by an hon. member whose services the Council were sorry to lose, though they congratulated him on his elevation to a higher sphere of usefulness, Mr. Anundo Mohun Bose thought the Council would agree with him in coming to the conclusion that, constituted as these subordinate officers of police were in many cases in the mofussil, it was not desirable that they should have the work of disbursing the pay of the chaukidars. And let it be remembered that this would materially add to the work of an over-burdened police which had already enough to do. The words "or in such way" which the amendment proposed to insert would enable the Magistrate to exercise his discretion in an unfettered way, and determine how the payment was to be made. He might make it through the post if he chose, and there were various other agencies which might be utilised, as for instance the Chairman of the Union Committee, or the head-master of the school, or the Sub-Inspector of Schools, or the members of the panchayet themselves. All these means for making payments to the chaukidars would be open to the Magistrate, and there would be no necessity for the employment of any member of the police force, or of any public officer of any description.

The HON. MR. GARRETT said he would have no objection to the first portion of the amendment if the hon. member would be willing to substitute for "or in such way" the words "or person."

The HON. ANUNDO MOHUN BOSE explained that his object in proposing to introduce the words "or in such way" was to make it more comprehensive so as to include, for instance, payment through the agency of the post.

The HON. MR. GARRETT thought the payment should be made by some particular person who could be held responsible. A village chaukidar could not read or write, and he might say that his receipt was forged.

The HON. MR. ANUNDO MOHUN BOSE having acquiesced to the proposed substitution of words—

The HON. MR. GARRETT observed that, as regards the second portion of the amendment, he could not accept it fully. He agreed that payments should not be made by a Head Constable of police for instance, but he thought an officer in the position of Sub-Inspector ought to be trusted.

The HON. THE ADVOCATE-GENERAL said he did not think they should assume that all the aspersions which had been made against the police were deserved. They should assume that the police would do their duty, and he apprehended that every Magistrate of intelligence would take care that the payments were made in such a way as to ensure the receipt of the money by the chaukidars. He thought the Magistrate would hardly depute an officer who was supposed not to be an upright man, and that the safeguards proposed in the second portion of the amendment were unnecessary.

The HON. MR. HARRISON considered that a very large and important principle was involved in this amendment. The principle of separating the village police from the control of the district police, and so far as it worked in that direction he submitted it was entirely wrong and contrary to principles recognised in all civilized countries. He was afraid lest the prejudice which existed against the police should lead the Council to accept an altogether wrong principle in this matter. The village chaukidars were, in fact, the rural police on whom the detection and prevention of crime rested: the district police were too few in number, their time was much taken up with serving processes, and they were not in a position to discharge the functions of a detective force. It would be a retrograde measure to pass any section the effect of which would be to make the subordinate police feel that they were not to look up to their superior officers; for that was after all what this proposal meant. The Magistrate must exercise the chief control over the subordinate police through the superior police. The question at issue was very much this: Who was to have control over the local Police? Was it to be in the hands of the Magistrate, and through him of the central authority, or of the chief persons of the village, and through them of the people themselves? The former he believed was the principle accepted in all countries.

Mr. Mill, who would not be likely to err by want of sympathy for the popular side, thus wrote on this very question in his work on Representative Government:—

"Security of person and property and equal justice between individuals are the first needs of society and the primary ends of Government. If these things can be left to any responsibility below the highest, there is nothing except war and treaties which requires a general Government at all. Whatever are the best arrangements for security, these primary objects should be made universally obligatory, and to secure their enforcement should be placed under central superintendence."

It was quite evident what so staunch but enlightened an advocate of popular Government as Mr. Mill thought of a proposal to place the police under popular control, and Mr. Harrison could hardly conceive of anybody who had thought out the subject taking a different view. It seemed to him that the concession proposed by the hon. member in charge of the Bill went too far, for it

would not allow a Head Constable in charge of an outpost to pay the village police. On a detail of this kind, however, Mr. Harrison would not introduce an element of division into the Council, and he was therefore willing to vote for the Hon. Mr. Garrett's suggestion, but he would certainly contend against putting in any clause which would imply that village chaukidars were not to be taught to look up to the superior officers of the police of the district for orders or for the payment of their wages.

The HON. RAI JAI PROKASH LALL BAHADOOR said the real question which was involved in the amendment before the Council was the transfer of the power of control of the village chaukidars from the punchayet to the police. If the pay of the chaukidar passed through the police, there could be no doubt that all that had been stated by the hon. mover of the amendment would come to pass. The members of the punchayet themselves were not well treated by the sub-inspector, head constable and other police officers, and therefore service on the punchayet was unpopular. If any member of the punchayet, or some other respectable person in the village, was appointed to pay the chaukidar, there would be no objection.

The HON. MR. ANUNDO MOHUN BOSE said he would ask hon. members to consider what was the real object of section 11. He understood that the object was to secure that the salary of the chaukidar should be regularly paid. If that, and that alone, was the object, then he could not understand why there should be any objection to accepting the amendment; but if the object was different—and no doubt the Bill as it was introduced had avowedly another object, viz. to make the village police to a larger extent than now amenable to the influence of the regular police—then he could understand why it should be intended to have the payments made through the police. But if all that was wanted was to see that the chaukidar was paid, there might be any number of means and agencies for doing so without having recourse to the police themselves, and his amendment asserted, as a general direction to the Magistrate, that if he could help it payments should not be made through police officers. If the Magistrate could not find any adequate means of doing so, then there would be nothing to prevent him in such cases only from employing the police as the disbursing agency, and therefore with the addition of the words "so far as practicable" he had thought there would be no objection to the acceptance of the amendment. If payments were made through the police, it would add very materially to the already too great influence which they possessed over village chaukidars; and that he had demonstrated by reference not to facts outside official records, but to the language of the report itself where it described the relations between the police and the chaukidar as being of such a kind that he was made to neglect his proper duties in order to perform menial services for police officers. He hoped the Council would agree with him that that was not a desirable state of things to continue, that those who were guardians of the law should be breakers of the law and oppressors of the weak, and that not casually, but systematically and in the face of day; and he apprehended that the position of the unfortunate chaukidars and their treatment by the police would be a great deal worse when payment was to be made through police agency. He would go further and say that, if it were a choice between the acceptance of this amendment and the suggestion made by the hon. member in charge of the Bill, he was not sure that it would not be better, if his amendment was not accepted, to leave the section as it stood; because by the insertion of the words suggested the idea might be conveyed that, as a matter of course, the police above a certain rank should be employed in paying the chaukidars, and not only in cases where no other agency was available. He had tried in vain to get an answer to the question why it should be laid down or contemplated, unless in case of necessity, that payments should be made through the police at all. He had indicated a variety of means by which such payments could be made; but he would make one observation with regard to the aspersions on the police, that he rested his case entirely on the finding of a purely Official Committee, powerfully constituted, with regard to the state of things that existed at present. And if that was so, and if such a state of things had been allowed to go on without check from the higher

authorities, what guarantee would there be when the sub-inspector had to make the payment. He need not again refer to the question of deductions in payment; but on all the grounds he had urged, he thought that it was very desirable to lay down that, as a rule, payment should be made through agency other than that of the police, though when there was a necessity there should be nothing to prevent payment being made through them.

The question that the words "or person" be inserted after "such officer" in section 11 of the Bill was then put to the vote and agreed to.

The question that the words "provided that, so far as practicable, the payment shall in no case be made through the police" was then put to the vote and declared to be negatived, when a division having been demanded by the hon. mover of the amendment, the following votes were recorded:—

Ayes 3.
The Hon. Mr. Anundo Mohun Bose.
The Hon. Rai Jai Prokash Lall, Bahadoor.
The Hon. Moulvie Abdul Jubbar.

Noes 8.
The Hon. Mr. Cruickshank.
" " Irving.
" " Harrison.
" " Garrett.
Col. the Hon. S. T. Trevor.
The Hon. Mr. Reynolds.
" the Advocate-General.
His Honor the President.

So the motion was negatived.

The HON. RAI JAI PROKASH LALL BAHADOOR moved that for the second clause of section 12 the following be substituted:—

"44. Whenever the salary of any quarter shall not be paid in full to any chaukidar on or before the fifteenth of the quarter following, such chaukidar may apply to the Magistrate, who shall call upon the punchayet within ten days to show cause why they should not pay the amount to such chaukidar. If the Magistrate is satisfied that the punchayet has wilfully or negligently failed to pay the salary of the chaukidar, he may appoint an officer on his behalf to make such payment till such time as he may think proper.

"44a. When an officer is appointed on behalf of the Magistrate, the punchayet shall, within thirty days after the end of each quarter, remit to such officer the collections made on account of the chaukidari fund of the village."

He had already stated his reasons for this amendment when moving his previous amendment that the punchayet should be allowed to pay the salary of the chaukidar. But of course where the Magistrate was dissatisfied, owing to the neglect or failure in making regular payments, he might appoint some officer to do so, and when such officer was appointed the collections would be remitted to him. But when the punchayet discharged their duties satisfactorily, they should be trusted to make the payments.

The Hon. Mr. GARRETT said he could not accept this amendment. It was substantially the same as the amendment proposed in section 11. The influence of the punchayet over the chaukidar was so great that the chaukidar would not admit that he had not been paid.

HIS HONOR THE PRESIDENT remarked that he felt some hesitation in respect of this section of the Bill as it stood, which provided that the money was to be remitted quarterly to the officer or person appointed by the Magistrate or Sub-Divisional Officer to pay the chaukidars, and that it would then have to be remitted back for payment to the chaukidar.

The Hon. Mr. GARRETT explained that objection had been raised to the punchayet being required to remit money to the thana, because it was said that the police annoyed and insulted them. It was therefore proposed that the money should be remitted direct to the Magistrate, who would send it to the thana for payment to the chaukidars.

The Hon. THE ADVOCATE-GENERAL suggested that the difficulty would be removed by making an amendment in this section similar to that which had been adopted in the previous section, and then the money would have to be remitted to the person who had to pay the chaukidar.

The HON. RAI JAI PROKASH LALL BAHADOOR's amendment was then put and negatived, and on the motion of the HON. MR. GARRETT for the words "shall remit to the Magistrate or such officer as the Magistrate may appoint in this behalf" the words "shall pay or remit to such officer or person as the Magistrate may appoint under the last foregoing section" were substituted.

The HON. MR. ANUNDO MOHUN BOSE moved that in the last line but one of section 12, for the words "the collections made on account of," the following words be substituted:—"A sum equal to the pay of the chaukidar for the quarter, or any smaller amount which may stand to the credit of."

He said that under the law the sum to be collected was the whole amount of the chaukidar's pay, plus 15 per cent., and out of this additional 15 per cent. for charges of collection the punchayet might keep a sum not exceeding—in the existing Act 6 per cent., in the amended Bill 10 per cent. Therefore in cases where the punchayet had succeeded in realizing the whole amount it was only fair that they should be allowed to keep the percentage which the law allowed them in order to enable them to meet their out-of-pocket expenses. Not only was there no reason why the extra amount should be remitted, but on the other hand, if the section stood as at present, it would be inconsistent with the other provision of the law which provided that the punchayets were entitled to a certain percentage to defray the cost of collection. Therefore he hoped the Council would have no difficulty in accepting this amendment.

The HON. MR. GARRETT having accepted the amendment, the motion was put and agreed to.

The HON. MR. ANUNDO MOHUN BOSE moved that, after section 14, the following new section be inserted:—

"After section 47 of the Village Chaukidari Act of 1870, the following shall be inserted:—

"47a. When any Union Committee constituted under the provisions of the Bengal Local Self-Government Act, 1885, is willing to undertake the duties of a punchayet in any of the villages included in the Union, it shall be entrusted with the performance of such duties. No punchayet shall thereafter be appointed in such villages, all its powers being vested in the Union Committee; but it shall be lawful for the Union Committee to appoint Village Committees in such villages to help it in the discharge of its duties under the Village Chaukidari Act."

He said he earnestly hoped it might be possible for him to induce the Council to accept this new section. In examining the existing Act two very peculiar features struck him, viz. those embodied in sections 8 and 45. The first was that even if a person was not willing to accept the office of punchayet he would on penalty of a fine be compelled to accept it. No remuneration was given for the performance of the work, to which, moreover, there were very great liabilities attaching. Yet it was laid down that for a period of three years whether he was anxious for the honour or not, the onerous function would be thrust upon him; and further there was this very extraordinary provision in the existing law, slightly altered by the Bill now before the Council, that in case payments had not been made to the chaukidar, the personal belongings of every member of the punchayet would be distrained and sold in order to pay the chaukidar. A parallel provision would be that in case the Government collections were not properly made in any district, the furniture and belongings of the Collector should be sold to make good the deficiency. Such a course had only to be mentioned to expose its absurdity. A Collector might be dismissed if he neglected his duty, but in the case of punchayets, dismissal or resignation was not resorted to, but their goods and chattels were sold. And the argument which was urged in justification was this, that though these were very peculiar and very harsh and even oppressive provisions, yet in the existing state of affairs there was unfortunately no help in the matter. Nobody was willing to accept the office, and therefore it was necessary to lay down by law that the person appointed must accept office. Under those circumstances, if a competent body of men, competent by the showing of the

Legislature itself, were found ready and willing to undertake such duties, he thought the justification for this peculiar state of affairs no longer existed. If the Union Committees were willing, the duty should be entrusted to them, and the Legislature should be glad to avail themselves of an opportunity of that kind; and the undesirable features in the present law, to which he had drawn attention, would in the course of time and in a self-acting and extending way cease to exist altogether.

But it was necessary to see that the body which was willing to undertake the duties was a competent body. On that point there could be no room for any hesitation. In sections 37 to 44 of the Local Self-Government Act of last year, the organization of Union Committees was laid down, and he did not think there could be any difficulty in accepting the fact that Union Committees would be much stronger bodies than was ordinarily the case with punchayets. And further, Union Committees were to be formed only in places selected by the Lieutenant-Governor. It was only in advanced portions of the province, and under the safeguard existing in His Honor's selection, that Union Committees were to be established; and further, sections 104 to 119 laid down the duties of such Union Committees. They were to be in charge of all the village roads; they had to build new bridges and extensive powers of construction and supervision were entrusted to them; they were charged with the supervision of primary schools, with the appointment and dismissal of teachers; they might be placed in charge of dispensaries; they would perform the duties of registrars of births and deaths and look after the sanitation of the village. He ought to have stated that a Union Committee might be a committee of one village or of several neighbouring villages, and that a large number of such Committees had already been established; so that here there was a body having extensive powers of executive authority; and as regards the disbursement of funds, they were in fact the local body in charge of public works, education, sanitation, and so forth. Therefore there could be no doubt as to the competence of these bodies to discharge the very simple duties of punchayets; and there was thus, first, the element of a local and competent body; and secondly of that body of its own free will coming forward to accept the duties of village punchayet. It seemed to him therefore that it would really be strengthening the working of the system, and enabling the Legislature to abate gradually some of the necessary evils which at present existed, if the Council would accept a resolution of this kind. It would enable a body already recognised to undertake these functions. He did not think he could conclude better than by referring to and quoting the words of His Honor the President in support of the motion he had placed before the Council. In paragraph 3 of the Government Resolution, dated 21st May 1884, it was said—

"During his recent tour in Eastern Bengal the Lieutenant-Governor had had many opportunities of obtaining information on the working of the present Chaukidari Act, VI (B.C.) of 1870, and he was of opinion that there was much in its provisions that needed amendment especially in the view of its being made to supplement the general scheme of Local Self-Government then under consideration."

And further on in paragraph 5 His Honor said—

"Practical action upon the recommendations of the Committee has been delayed because the view which the Lieutenant-Governor took upon the matter when the report first came before him was that the solution of many of the difficulties connected with the village police might be found in the introduction of an extended system of Local Self-Government, with which the control of the rural constabulary might possibly be amalgamated."

And the resolution (in paragraph 9) summed up His Honor's opinion as to the control of the rural police by saying—

"The Lieutenant-Governor's own view inclines to the conclusion that where, under the Local Self-Government scheme, Union Committees are established, the necessary control might be vested in them. Where there are no Union Committees, the Local Boards, under the presidency of the Sub-Divisional Officer, would provide the necessary agency."

Those were very weighty words, and laid down a principle which the Council ought to accept, and which would tend to remove by and bye, as Union Committees were in the exercise of His Honor's discretion extended to different districts, the imperfections and difficulties attending the existing system, and to

substitute for it a more competent and responsible body linked on to the scheme of Local Self-Government. These benefits would be attained if the Council accepted his motion which, founded on reason, came also before them supported on the highest authority, viz. that of His Honor.

HIS HONOR THE PRESIDENT said he must take it upon himself to say at once that he thought the motion of the hon. member to introduce a section on the lines of this amendment was premature. It involved considerations which he for one should not like to dispose of on a sudden consideration of them now, and in respect of which he should not like to commit his successor. The hon. member quoted some observations of His Honor which reviewed at an early stage the question of Local Self-Government. That opinion had since then been circulated and general exception had been taken to placing the rural police under the control of Union Committees. The hon. mover of the amendment alluded to the fact that Union Committees would have large powers entrusted to them; but His Honor thought the hon. member would not find any allusion in the Local Self-Government Act to the idea of making over the police to the control and supervision of Union Committees, and the reason for that was that the Council which passed that Act were of opinion that the control of the police should not be entrusted to Union Committees. If they had thought such a measure desirable, it would have formed part of the powers to be entrusted to them in addition to the subjects of sanitation, public works, and the like. But the strongest objection to His Honor's mind was this, that the introduction of the Local Self-Government Act had just commenced throughout the country. The Government was at present dealing with the constitution and work of District Boards at sudder stations and of Local Boards at sub-divisional head-quarters, and they had found considerable difficulty in carrying out the measure. To his mind it was quite clear that until the working of the Local Government procedure in large stations and in sub-divisions had been secured, the Government could not think for a moment of extending the principles of that measure, and conferring upon local village institutions the powers under the Act. Therefore until Union Committees, the creation of which was permissive, were constituted, the extension of their powers under the provision proposed by the hon. member in this section seemed to his mind quite premature. When the time came for Union Committees to be established, it would be left to the Government of that day to decide whether the working of the rural constabulary could be made subject to the control of such bodies; for himself he thought it was too early to take that suggestion into consideration now.

The motion was then put to the vote and negatived.

The further consideration of the Bill was postponed till the next meeting of the Council.

AMENDMENT OF THE CALCUTTA AND SUBURBAN POLICE ACTS.

The HON. MR. REYNOLDS, in moving that the clauses of the Bill to amend Act II (B.C.) of 1866 and the Calcutta Police Act, 1866 be considered, said that the Bill in the form in which it was amended by the Council at its last meeting had been circulated, and had been in the hands of members for some time, and as notice of no further amendment had been given, he might assume that the Bill as it had been amended was accepted by the Council.

The motion was put and agreed to.

On the motion of the HON. MR. REYNOLDS the Bill was then passed.

AMENDMENT OF THE VACCINATION ACT.

The HON. MR. REYNOLDS, in moving that the report of the Select Committee on the Bill to amend Bengal Act V of 1880 be taken into consideration, said that the Bill had been very carefully considered by the Select Committee, and extensive changes and alterations had been made in it; but as these had been fully explained in the Committee's report, he need not dilate upon them. The most material change was in section 5, amending section 13 of the Act. The Bill as it stood in its first draft allowed the Health Officer of the Port, if he deemed it expedient, to require any unprotected person on board a vessel

arriving in Calcutta to submit himself to be vaccinated. Very strong exception had been taken to the provisions of that section in a representation received from the Chamber of Commerce. The Chamber thought the provision was uncalled for, and was likely to produce much inconvenience to passengers. They said that the danger from small-pox in the case of ordinary passengers was extremely limited, and that in all passenger lines the passengers suffering from infectious disease were segregated in a separate cabin, apart from the other passengers and the members of the crew. The Select Committee took that into consideration, and he need hardly say that when the Bill was originally drafted there was no intention of putting the provisions of the section in force against such passenger lines as the Peninsular and Oriental Company and other well-known passenger lines of steamers, but the cases in the minds of the framers of the section were such as were referred to in the papers connected with the Bill, one of which was the case of the *Darlington*, an emigrant sailing vessel, and the other was the *Empress of India*, also a sailing vessel, a merchant ship. It was never of course intended that passengers should be subjected to any unreasonable detention on board ship, or that the Health Officer would act in the way in which the Secretary to the Chamber of Commerce apprehended that he would act. At the same time, he admitted that the wording of the section might be interpreted to give powers which were liable to be abused, and the Select Committee took that into consideration and amended the section so as to allow the Health Officer, in case a vessel came into the port with a person suffering from small-pox on board, to oblige unprotected persons on board such vessel to submit themselves to vaccination. That would of course limit the operation of the section to a comparatively small number of cases, and would not give the wider and more complete protection which the section originally gave. At the same time, it met objections which, he must admit, were not unreasonable. Besides this, the Select Committee had introduced words to indicate under what circumstances the limited power thus given to the Health Officer was to be exercised. The section as it now stood would make it clear that if the Health Officer learned on enquiry that care had been taken to isolate infected persons on board, so that there would be no risk of the contagion being conveyed into the town, it would be unnecessary for him to exercise the powers which the section would otherwise give him, but that he should only do so in cases where it was necessary to put the section in force in order to prevent the risk of contagion being brought into the town. Then in regard to another section (section 6) further objection had been taken. The section gave somewhat extensive powers to public vaccinators, and it had been urged that they were not a class of persons to whom such powers could properly be entrusted. The section had now been restricted to the town and port and suburbs of Calcutta and Howrah, and its wording made it clear that it did not authorize a public vaccinator to enter any house at his pleasure. It merely allowed the Superintendent of Vaccination or medical practitioner or public vaccinator authorized by him to have such access to a house as he might require for the purpose of ascertaining whether the inmates were protected or not. The Chamber of Commerce in the 4th paragraph of their letter seemed to think that the section as it originally stood would give a public vaccinator powers of inquisition and visitation which it would not be safe to entrust to such officers. But the object of the section was to carry out within the town a system of house-to-house visitation, and therefore the section provided that when authorised by the Superintendent of Vaccination a public vaccinator might enter houses situated within his beat in order to ascertain whether the inmates were protected or not. The only other section to which attention need be drawn was section 8 of the amended Bill, by which the amount of the fine under sections 29A and 29B had been restricted to fifty rupees, a sum which the Select Committee considered sufficient to meet the cases provided for by those sections. He did not propose to ask the Council to pass the Bill on that day, but in the event of no objection being taken, he intended to move that the Bill be passed at the next meeting of the Council.

The motion was put and agreed to, and the clauses of the Bill were settled without amendment.

CALCUTTA MUNICIPALITY.

The Hon. Mr. HARRISON moved for leave to introduce a Bill for the amendment of the law relating to the municipal affairs of the town of Calcutta, and in doing so he said :—He had been given to understand that the Local Government had taken into consideration the report of the Committee, of which the Hon. Mr. Reynolds was President, for the amalgamation of the town and suburbs, and that the recommendations contained in the report of the Committee in their general features had been sanctioned. Also he had His Honor's authority for saying that the Government of India had in the main approved of the measure. Under these circumstances, it would probably be for the convenience of the Council and the public that a Bill embracing the chief outlines of the constitution of the enlarged municipality under the proposed amalgamation should be laid before the Council before it separated ; and if this proposal met with the approval of the Council, he now asked leave to introduce a Bill before the termination of this session, that is to say, probably this day fortnight.

The motion was put and agreed to.

The Council was adjourned to Saturday, the 10th April 1886.

SYSTEM OF ENGAGING NATIVE SEAMEN IN THE PORT OF CALCUTTA.

THE following papers relating to the system of engaging Native Seamen are published for general information.

R. H. WILSON,
Offg. Secy. to the Govt. of Bengal.

CALCUTTA,
The 16th March 1886.

Dated Calcutta, the 15th February 1883.

RESOLUTION—By the Government of Bengal, General Department.

IN connection with the amendment of the Merchant Shipping Act, the Chamber of Commerce have recently brought prominently to the notice of the Government the evils arising out of the present system of engaging native seamen at this port, and have suggested that the practice followed at the Bombay Shipping Office, by which every seaman is expected to possess a "continuous discharge" or record of the ships he has served on, which must be produced before he is allowed to ship again, would, if followed at Calcutta, check in a great measure desertion, and promote the interests alike of good seamen and of their employers.

2. The question thus raised seems to the Lieutenant-Governor to be one of great importance and of considerable difficulty. There can be no doubt that considerable abuses do exist under the present system, and the Lieutenant-Governor would therefore wish, before measures are taken to bring about any change in it, that the whole matter should be considered by a small committee. The following gentlemen are therefore appointed to consider and report upon the subject:—

PRESIDENT:

W. H. Grimley, Esq., C.S., Collector of Customs, Calcutta.

MEMBERS:

The Hon'ble R. Miller, of Messrs. Hoare, Miller & Co.

H. B. H. Turner, Esq., of Messrs. Turner, Morrison & Co.

Lieutenant A. W. Stiffe (late I.N.). Shipping Master of Calcutta.

A. D. Larymore, Esq., Superintendent, Presidency Jail.

ORDER.—Ordered that a copy of this Resolution, and of the papers noted on the margin, be forwarded to each member of the committee for information.

Extract from a letter from the Secretary to the Bengal Chamber of Commerce, dated the 19th April 1883.

Extract from a letter from the Secretary to the Board of Revenue, Lower Provinces, No. 717B, dated the 21st August 1883.

Ordered also, that a copy of this Resolution be forwarded to the Secretary to the Board of Revenue, Lower Provinces, for the information of the Board, with reference to his letter No. 39B, dated the 18th January 1883.

Dated Calcutta, the 10th July 1884.

From—W. H. GRIMLEY, Esq., President of the Committee appointed to enquire into the system of engaging Native Seamen,

To—The Secretary to the Government of Bengal, Revenue Department.

I AM desired by the Committee* appointed by Government to inquire into the system of engaging native seamen in the Port of Calcutta to submit the following report on the subject. The appointment of the Committee was first determined on in the Government Resolution of the 15th

COMMITTEE:

* Mr. W. H. Grimley ... President.
Mr. H. B. H. Turner ... } Members.
Captain Brebner ... }
Mr. A. D. Larymore ... }

February 1883, but, owing to the absence of some of the members from Calcutta, and to other circumstances which have already been explained, the Committee did not begin work until the cold weather of 1883-84. The Hon'ble R. Miller, one of the original members, was unable to attend any of the meetings, and has taken no part in the enquiry. Captain Stiffe's place on the Committee, owing to his absence from Calcutta, was taken by Captain Brebner, his *locum tenens* in the Port and Shipping Office. Accompanying this report are the minutes of the Committee's meetings, and sundry letters from gentlemen who have favoured the Committee with an expression of their views in the matter under enquiry.†

† Appendix A.

2. The origin of the Committee may be thus explained :—The Bengal Chamber of Commerce, when commenting on the provisions of a Bill for the amendment of the Merchant Shipping Act, took occasion to bring to the notice of Government what they considered to be defects of the present system of engaging lascar crews in Calcutta, and to suggest certain remedies. Briefly, the representation of the Chamber amounted to this:—Under the present system, however careful a master of a vessel may be in selecting skilled and able-bodied seamen, he frequently finds himself at the last moment, when the ship is on the point of departure, provided with a worthless crew in spite of the fact that the men originally chosen have signed the ship's articles and received advances. The Chamber suggested several measures for correcting these evils, and, among others, proposed the introduction into Calcutta of the practice followed in the Bombay Shipping Office, by which every man "is expected to possess 'a continuous discharge' or record of the ships he has been in, which must be produced before he is allowed to ship again." The proposals of the Chamber were referred to the Board of Revenue

§ Government order No. 1097—G, for report; ‡ and after considering the comments dated 18th June 1882.

and recommendations of the Board, the Government decided, before taking action thereon, to refer the whole question of lascar-recruiting to a Committee specially appointed to consider it.

3. At the outset it will be well to describe in some detail both the existing system in Calcutta and the continuous discharge system which obtains in Bombay. The primary functions of a Shipping Master are set forth in the following extract from the provisions of section 4 of Act I of 1859, which may be regarded as containing the *raison d'être* of his office:—

"It shall be the general business of Shipping Masters appointed under this Act to superintend and facilitate the engagement and discharge of seamen in the manner hereinafter mentioned, to provide means for securing the presence on board at the proper times of men who are so engaged, and to perform such other duties relating to merchant seamen and merchant ships as are hereby or under the said Merchant Shipping Act, 1854, or as may hereafter, under the powers herein contained, be committed to them."

4. The English Merchant Shipping Act of 1854 contains similar provisions to the above in section 124, with the difference, however, that it enacts that it is the business of the Shipping Master to register the names and characters of the seamen engaged.

5. The Calcutta Shipping Office consists of a Shipping Master, a Deputy Shipping Master, and an Assistant Shipping Master. Formerly the Collector of Customs was *ex-officio* Shipping Master, but in 1881 the duties of the post were transferred to the Port Officer. The Shipping Master takes no active part in the executive working of the office, but is a referee for the decision of important or difficult questions arising in the course of business. He has a recognized responsibility for the successful working of the department, and the official account books and documents are signed by him, and reports and important letters are issued in his name. He sits in a different building from the Shipping Office, and as long as he does so, and has other heavy and responsible duties connected with the port to perform, it is scarcely possible for him to take a larger share in the business of the Shipping Office.

6. The real working head of the office is the Deputy Shipping Master, whose duties are embraced under the following heads:—

- (1) Shipping and discharging European crews.
- (2) Visiting European ships on arrival, enquiring as to voyage and health of crew, and examining into complaints.
- (3) Receipt and repayment of deposits.
- (4) Receiving money on account of seamen left in hospital or jail.
- (5) Examining and signing documents and accounts connected with shipping and discharging, or relating to seamen who have died, or have been left in jail, or in hospital, or who have to be sent home.
- (6) Correspondence and accounts with the Board of Trade, Board of Revenue, and Accountant-General, &c.
- (7) Arrangements for sending home seamen who are distressed, sick, or lunatics.
- (8) Hearing and determining complaints made by masters or seamen regarding wages, food, &c.

- (9) Money-order agency.
- (10) Receiving and remitting to bank general revenue and seamen's money-orders.
- (11) Administering estates of deceased native seamen.
- (12) References under section 44, Act I of 1859.
- (13) Presiding at enquiries made jointly by the Health Officer of the Port and Assistant Shipping Master in matters relating to short issue of provisions and antiscorbutics, and auctioneer's compensation, &c.

7. The duties of the Assistant Shipping Master are the following :—

- (1) To discharge and ship native crews in office.
- (2) To discharge and ship native crews on board ships, as required. For this work an additional fee of rupees ten is payable to Government on each occasion.
- (3) To check and examine the accounts of wages of native crews before they are paid off and discharged, and in the case of those who may be dead, left sick in hospital or in jail, to see that their wages and effects are deposited in the Shipping Office before any certificate of clearance is granted to the master, and to sign all documents connected with shipping and discharging.
- (4) To visit all ships manned by lascars for the purpose of examining stores laid in for the voyage, with reference to the quality and quantity, as mentioned in the form of agreement * in scales (a) and (b), and to investigate complaints made by native seamen.
- (5) He is the custodian of the effects of deceased seamen and of seamen in jail, and in this capacity is required to take an inventory of the articles when received, and again on making them over to the auctioneer for sale, and to sell them by auction when an auctioneer cannot be found.
- (6) To take charge of the office whenever the Deputy Shipping Master is absent.

8. The arrangements for giving effect to the provisions of the Act, that the Shipping Master shall "superintend and facilitate the engagement and discharge of seamen," and "provide means for securing the presence on board at the proper times of men who are engaged," may be thus described. These matters will be considered in their natural order, viz, 1st, engagement, 2ndly, means for securing attendance on board ship, and 3rdly, discharge. In each of these operations the Shipping Office with its limited staff is unable to deal with

* There is also a fifth man, who has held a license since the formation of the Shipping Office. He does not work, but merely retains his license in order to act for his son, a licensed broker, in case of illness.

† Appendix C.

the crews directly, but calls to its aid middlemen or agents, who are termed licensed shipping brokers. At the present time there are four† such brokers employed—two Hindoos and two Mahomedans—and each has deposited Rs. 1,000 security, and received a license.‡ As remuneration they receive

5 per cent. on advances and eight annas per head for each man engaged or paid by the ship.

9. *Engagement.*—The master of a vessel requiring a crew, makes it known to the Assistant Shipping Master, who informs the licensed broker direct, and the latter, on receiving the order, sends round information to the different parts of the town and suburbs where the seafaring classes are to be found, of the name and description of the vessel, her destination, the term of the engagement, the number and description of the crew required, and the time and place fixed for signing articles of agreement, viz., whether on board the vessel or at the Shipping Office. In due course a sufficient number of men appear at the appointed place, and there is sometimes a responsible officer in attendance—either the master or his chief mate. The officer present selects a serang and then the crew, but in most cases the selection of the crew is left, with the master's consent, to the serang. Sometimes also the chief engineer and purser attend for the purpose of superintending the selection of men for the engine-room and saloon, respectively; the chief officer's attention in this case being confined to the deck crew. There is generally a deck-serang and an engine-room serang,

and each man marshals his men in front of the Assistant Shipping Master's desk; the broker then steps forward, and standing in front of the men, reads

§ Appendix B.

out the main conditions of the agreement to them, explaining the nature and duration of the voyage, the scale of provisions, the time when the men are to be on board, and the rate of pay to be given to each class of men engaged. It frequently happens, however, that no one enters appearance on behalf of the ship, and the whole matter is in that case left to the licensed broker. The names of those who agree to serve are then entered in the articles of agreement, and each man is called up and receives an advance—usually one month's pay in cash. If an advance for a longer period is granted, only one month's pay is given in cash, and the remainder in the shape of an advance-

|| Appendix D.

note, which the recipient is able to discount under certain conditions. The broker is provided by the ship's agent with the necessary funds for the advances. The payment of the advance, however, at this stage, is a mere form, for after signing the articles, or touching the pen of the Shipping Master in token of receipt of the money, each man returns it into a bag which is held by the broker's sircar, who informs him that he will call at his house and pay the advance on security being given. This is said to be necessary in the interest of the ship's agent and the broker, who would have no hold on the men if they were allowed to take away their advances. After collecting back all the advances, the sircar follows the lascars to their homes, and pays advances either to them or to their relatives, who, as is the custom, stand security for the amount. As a rule this work cannot be done by a less number than three sircars for each crew. In the absence of relatives, it is usual for the landlord or boarding-house keeper (generally spoken of as the "zamindar") to become security, and in this case the advance on being paid to the man is invariably handed over by him to his surety. Those who have families or relatives invariably live with them; others put up in boarding-houses. No security bond is executed, but if the surety can read and write, his signature is taken in the sircar's list of payments against the amount advanced. The boarding-house keeper has usually a claim against the man for board and lodging, and after recouping himself for this, he makes also a charge, varying from one to two rupees, for the risk he incurs in becoming security.

10. During the interval between shipping and the date of the departure of the vessel, if any cases of sickness, death or desertion occur, it is the business of the broker, on becoming aware of the fact, to report it to the master of the vessel, and to provide substitutes, who, if time permit, are taken before the Shipping Master and entered on the articles, when a further advance is given, the broker taking his chance of recovering the first advance from the security. It very rarely happens, however, that there is time to go to the Shipping Office, as substitutes are mostly put on board at the last moment.

11. *Means for securing attendance on board.*—Each broker has in his employ a certain number of assistants, who are indiscriminately designated in the Shipping Office sircars and runners, and twenty-four hours before the time fixed for joining the vessel, these assistants go to every individual member of the crew, and demand their clothes, chests, and bags, intending to put them on board the vessel on which they are engaged to serve. Should a man refuse to deliver up his chest, or make any suspicious demur or excuse, he is reported to the broker, who takes special care to watch his movements and to ship him on board, if possible, with or without the assistance of the police. The police aid cannot be called in until the man has actually failed to be on board at the appointed time. The broker is

• Appendix E.

provided with blank forms of warrant* signed by the Captain of the vessel, addressed to the Inspector of Police, and, if police aid is required, this is filled up by the broker and taken to the police station, where a constable is supplied for the purpose of searching for and arresting the absentees.

12. In some cases men who are determined not to join will, in order not to arouse suspicion, hand over a chest of rags, or other useless articles. The night before the vessel's departure the broker or his assistants calls at the house of each man, and ask him to join the vessel, according to the terms of the agreement. It has been before mentioned that the lascars do not live

together in one place, but are scattered about all over Calcutta and the suburbs. The visits of the broker or his assistants to each man must necessarily be very brief, especially as their presence is afterwards required on board the vessel in order to see that the men engaged are all in attendance. Very early the next morning the crew are mustered, and if men are wanting the broker or his assistant takes the names of the absentees, and hastens to the place where they reside, and if found, takes them on board; and, in the case of defaulters, provides substitutes in their place, as best he can.

13. *Discharge.*—The discharge takes place either at the Shipping Office or on board the vessel, and consists in paying the wages due to each man and giving him a certi-

† Appendix F.

ficate of discharge.† The men are assembled, and are called up in turn to the table at which the Assistant Shipping Master and ship's officer deputed for the work are seated. In some cases no ship's officer attends, but the work is left to the broker. It may be here observed that the broker gets no fee for this. As each man's account is adjusted—deductions being made for advances and sums due on board for clothes, tobacco, &c.—he is asked if the net amount arrived at is correct, and if he says that it is so, he is paid in cash; if he questions the correctness of the account, further enquiry is made, until the matter is satisfactorily adjusted. As the men are paid off the same operation is repeated which takes place when an advance is given at the time of shipping; each lascar without any demur empties his money into a bag, and the whole is handed over to the ship's serang for subsequent distribution among them.

14. With the exception of the British India Steam Navigation Company, the River Steam Navigation Company (in the case of one or two vessels), and the Asiatic Steam Navigation Company (in the case of one vessel), all the shipping firms in Calcutta engage the native crews they require through the agency of the Shipping Office, and the method of engagement, shipment, and discharge described in the preceding paragraphs is applied in the transactions of the Shipping Office with all these firms. But the case is different with the British India Steam Navigation Company. They have their own ghât serangs, who are responsible for supplying their vessels with all the crews they require, and consequently have no need of the services of the licensed brokers attached to the Shipping Office. These ghât serangs work independently of the licensed brokers, and are paid by a fixed salary rising from Rs. 20 to Rs. 25 a month, the steamers being distributed among them according to class. There are three ghât serangs for deck crews, two for saloon crews, and two for the engine-room. Besides the fixed salaries, the ghât serang gets 2½ per cent. on all advances. The ghât serang collects the men and takes them to the Shipping Office, but more usually the Shipping Office does not intervene until just before the vessel departs, when, on a requisition made by the Captain, the Assistant Shipping Master goes on board and enters on the articles of agreement the names of the engaged crew and the advance each man receives. At the time of discharge he again goes on board and witnesses the paying off of the men. Both at the time of shipment and discharge any money which the men receive is promptly handed to the serang to be adjusted later on in the manner above related.

15. It now remains to describe the Bombay system of continuous discharge. The system was introduced into the Bombay Shipping Office in 1875, primarily with the object of providing means for establishing the identity of native seamen who deserted with their advances, but it was also designed to enable the lascar in course of time to procure employment without the help of the serang, of whom it was expected he would become independent as soon as he had in possession a continuous record of approved service. The chief features of the system are as

• Appendix G.

follow:—When a native seaman is engaged, a certificate* is filled in with particulars, which are carefully ascertained in the Shipping Office, of his age, height, and the marks on his person. The reverse of the certificate contains columns for showing the name of the ship, the dates of engagement and discharge, the character of the man as certified in the ship's log, &c. After the man's measure has been taken, and the distinguishing marks on his body ascertained, and these particulars have been noted in the certificate, the licensed shipping broker, who is in attendance, pays the advance, having previously warned the man that the serang has nothing to do with his wages in any way, and that it is not to the serang to whom he will

in the future he indebted for a ship, but to his own discharge certificate, which will regulate his promotion or degradation, and any increase or reduction of wages consequent thereon. The man's name is then entered in the ship's articles, with the number of his certificate, and he is now allowed to leave, but not to take away the certificate. This, after being copied in a register,† is put into a tin box and forwarded on board and placed under lock and key until the time of discharge comes round.

† Appendix H.

16. On the arrival of the vessel at the port of discharge all the tin boxes containing the certificates are taken to the Shipping Office, together with the official log book; and a clerk takes each certificate and fills in the particulars on its reverse, of the service, name of ship, character, &c., and these entries are signed by the master of the vessel and the Shipping Master. The like entries are made in the office register. The clerk then rolls up and returns the document to its proper case indicated by its number on the lid, and calls each man and hands his discharge to him, after which the man receives his wages in the presence of the Shipping Master and goes about his business.

17. If any lascar is found to have tampered with his certificate, it is taken from him and kept in the Shipping Office until he confesses, and he is then furnished with a fresh certificate with all the particulars corrected and authenticated, for which he has to pay eight annas, which is the charge made in the first instance. The death of any lascar afloat causes the document to be cancelled by writing across it the fact and the date.

18. There is space on the reverse of the certificate for many entries of discharge, and when all this is filled up, the seaman can obtain what is called a second issue certificate.*

* Appendix I.

The face of this second issue gives an analysis of the characters entered on the first issue. This analysis is entered in a "register of second issues"† which is kept up in the Shipping Office.

† Appendix K.

19. These certificates, after the possessor has made a few voyages, show the exact worth of a man on board. If they show invariably a good discharge, he is engaged without reference to the serang or any other person; but if there is any falling off in ability or conduct, the offer of reduced wages is the inevitable result.

20. The Shipping Master of Bombay, Mr. Walker, through whose instrumentality the system was introduced there, has, in a recent communication, expressed himself on the subject in the following terms:—

"It is unnecessary for me to enter into details of how it was first introduced, beyond saying that instead of the former discharge, each seaman was given a registered certificate on being paid off, and was told to produce it when he again came forward to ship, and having done so he found that he was judged by his certificate and not by his former standing in the estimation of the serang, who was gradually ignored, and felt his power of *dustoorie* gradually but surely slipping through his fingers, with the knowledge that the discovery was made too late.

"For the first two or three years it was very up hill work, and constant attention was requisite to prevent the perfunctory filling in of characters for conduct and ability in official log-books on the grounds that 'it did not matter one way or the other;' but in the course of time both officers and men discovered that matters were very much changed, and that those who were incompetent suffered in pocket and the good men came to the front in spite of serangs, who bitterly cursed the new certificates.

"Our position at the present moment is exactly the reverse of ten years ago. The serang is shipped, and each individual seaman shows his certificate and is rated accordingly, and promoted according to his merits on his certificate; but if he receives a bad character his wages are reduced Rs. 2 per month; at the same time no opportunity is lost of promoting those who are able to show a good record, in order to afford a practical illustration to those seamen who may be present, that their advancement and punishment in pocket rests with themselves alone.

"The discharge certificate is delivered up by the seamen on engagement, and remains in the vessel until he is discharged; and our experiment of 1875, which every one predicted would fail, is now an established fact, approved of by every one without exception, and is the sole guide accepted by those who ship native crews in Bombay."

21. Mr. Walker has also prepared the following note in explanation of the working of the system:—

"The continuous discharge certificate and its method of working in Bombay.

"Requirements.—A measuring standard marked off to quarter inches.

"A book of 500 pages, nine lines in a page, for copying the particulars of the certificate before it is allowed to leave the office.

"Tin boxes to hold the certificate, with consecutive numbers stamped on the bottom of the box, not on the lid as with us, as very often the lids are changed and lead to confusion.

"*Tin boxes.*—Stout tin, one and a quarter inch diameter, 12 inches long; cost in Bombay (contract) one and a quarter anna each.

"*Certificates.*—Good, stout, and tough paper, with ruled blue lines on one side for particulars of service afloat.

"*NOTE.*—The most important part of the certificate is to ensure a correct measurement and correct description of the marks on person, particularly about the parts usually exposed, as head, face, throat, and arms, and any large or well-defined marks on the legs; but in the case of the firemen and coal-trimmers, scars on the front part of the legs are very common, and unless they are very large and particularly noticeable and unusual, we do not pay any attention to them, as they would do very little towards subsequent identification.

"The most important marks are missing finger-joints and toes, and injuries of a permanent nature, birth-marks, moles and warts, tattoo marks, and any special peculiarities in the eyes which, in the case of the majority of natives, are very dark or black. It would be as well to have a duplicate measuring standard, so that, having been measured and marks described by one clerk, he might go to another clerk and be checked off, so to speak.

"The seaman having been correctly measured and described, his certificate should be handed to the master of the vessel engaging him, who is then in possession of the particulars of the seaman he has shipped.

"*The return of the vessel to port with the crew engaged as above.*—The first thing called for is the official log-book and articles of agreement, which contains the number of the certificate opposite the name of the seaman, as also the certificates of discharge.

"*NOTE.*—The official log-book should contain the character of each seaman filled in (in ink): the two columns "ability" and "conduct," and every character below that of *V.G.*, to be written in full.

"The bundle of tin-boxes are given to a sepoy to empty of their contents, which are spread out ready for the Shipping Office clerk to fill in the particulars of service from the articles and official log-book, and, before the discharge of the crew takes place, are signed by the master, followed by the Shipping Master or Deputy.

"Each seaman is called forward to receive his discharge, and a glance (after some practice) is sufficient to show if there has been any authorized change in the seaman (originally shipped) by sending a substitute, or whether the *ghât serang* has made some private arrangement in the matter, when he should be brought to book at once.

"I would not advise a promiscuous issue of certificates to seamen, but only to those who are engaged to serve, and who should be furnished with certificates before they are allowed to leave the Shipping Office; and the whole of the certificates thus issued should be sent on board the vessel.

"In no case should any alteration in the official log-book be allowed to be made (at the instance of any seaman) by the master.

"It should be the duty of one or more particular clerks to fill in the certificate after each term of service and discharge, so as to preserve a uniform handwriting, when any alteration can be readily detected.

"*NOTE.*—A clerk of this office was dismissed for giving a better character than that in the log-book, and also for tampering with the register book.

"In the event of any erasure, the certificate is impounded, and a correct copy is re-issued to the seaman at a cost of eight annas, and the particulars of the alteration is noted on the copy above the name of the seaman.

"Bad discharges cause a reduction of wages in spite of anything the *serang* may say, who does not now attempt to interfere in regard to the wages of any of his men, as the seaman has only himself to thank for his high or low pay, and his certificate compels him to be independent, whether he likes it or not; and when he sees that he must stand alone, he very naturally asks himself why he should pay the *serang* any of his wages at the end of the voyage.

"I had some thoughts of having all names of native seamen, and their character for conduct and ability, copied into an indexed register book for ready reference in cases of alterations and forgeries; but such alterations are generally so very clumsily executed as to be easily detected, and they are becoming so rare with us that the register is not necessary; but we take a long time to make a correct copy, and in the meantime the seaman cannot ship because he has no certificate.

"In the event of your deciding to adopt the system of continuous discharges, you will find plenty of hard work to be got out of it at the commencement; but after about 12 months you will find it become easier as it gradually resolves itself into part and parcel of office routine but, once started, it wants sticking to and careful and constant watching, and in time it repays its first trouble by checking all bribery and compelling each man to stand alone and do his duty to the utmost of his ability, as he alone gains or suffers, without the power of interference on the part of *serangs* and those who ship them through shipping officers.

"The most important points may be summed up as under—

1st.—Correct name in full.

2nd.—Correct height.

3rd.—Correct description, marks, &c.

4th.—All shipping and discharging to be done in the Shipping Office or under the eye of some responsible officer.

- 5th.—No broker or ghât serang or any other person to be allowed to keep at any time certificate belonging to any other seaman on any pretence whatever.
- 6th.—Each seaman to pay (eight annas in Bombay) for his certificate, which will be given to him after the term of service has expired.
- 7th.—Each crew on engagement to be told that serangs have no right to any wages of any seaman on any pretence whatever.
- 8th.—Ticket cases should be stamped O (for Calcutta) to distinguish them from Bombay certificates.

22. The Committee are satisfied from the enquiries they have made into the state of the shipping business in Calcutta that the complaint of the Chamber of Commerce of the existence of serious defects in the present system of recruiting lascars is well founded. The system, they are of opinion, fails in a very essential particular in attaining the object for which the appointment of Shipping Master was created. The system provides for the engagement of seamen and for the official record of such engagement in the formal articles of agreement which are executed in the presence of the Shipping Master; but, to quote the words of the Act, it fails in "securing the presence on board at the proper times of men who are so engaged." To account for this state of things the Chamber aver—

- (1) That the power of giving or withholding work is with the brokers;
- (2) That the greater part, if not the whole, of the men's wages passes through the fingers of the brokers' servants;
- (3) That notwithstanding the control which the broker thus obtains, the men engaged through the broker seldom go in the vessel;
- (4) That deserters are very rarely prosecuted by the broker, but exceptionally are so with rigour;
- (5) That men under long engagements frequently desert *en masse*, and that without any cause for complaint; and
- (6) That on all such occasions fees, upon re-engagement are payable to the Shipping Office and to the broker, and gratifications go, legally or illegally, to all those whose claims the lascar has learnt to recognise.

23. The purport of these allegations is to make the broker responsible for all the abuses which exist; but this is not substantiated by the enquiry which the Committee have held. In the first place, the broker's power over men seeking for work is not of that extensive and despotic character that the Chamber believe it to be, but is limited by a variety of circumstances. It was stated to the Committee that the deterioration among crews was really due to the fact that the demand was greater than the supply. This, however, can only be true so far as it refers to first-class seamen; for, as regards the ordinary lascar, the Assistant Shipping Master asserts that he has never experienced any difficulty in obtaining crews. When vessels get a bad repute for having very strict officers, or for working in port beyond the customary hours, or

* Chittagong, Sylhet, Sundarp, Dacca, Moorshedabad, Bannack, Faridpur, Cuttack, Burdwan, Pandooah, Midnapore, Hooghly, Howrah, Calcutta, Hajgunge, Jeddah, Zanzibar, Muscat, Maldiva, Laccadiva, Aden, Mauritius, Malta, Port Said, Singapore, Manila, Penang, Java, Cebu, Bombay, Goa, Nagore, Bushire, Bagdad, and Bussorah.

for being under-manned, difficulty may arise in getting a crew together. Then, again, the Calcutta lascars come from various parts of India and other countries,* and they reside in far away, scattered portions of the town: there are many avenues to employment open to them in Calcutta, as, for example, in the harbour, in the docks, in the railway, on steamers, flats, and tugs, and in the mills and engineering workshops which abound in the neighbourhood; and all these circumstances tend to make the Calcutta lascar independent of the broker.

24. The person who exercises undoubted authority over the lascar is the ship's serang. It has been before pointed out that in the appointment of a crew the first step is for the ship's officers to select a serang or two or more serangs according to the number required, and, this done, the choice of a crew is left to the serang. The President of the Committee has personally observed what goes on at the Shipping Office at the time of the engagement: the men are drawn up in line, the serang acts as spokesman in their behalf after listening to the terms of agreement; whatever he bids them do, they do; if he accepts for them the terms offered, they agree; but if he demurs, they also hesitate; if he absolutely refuses, they all move in a body out of the

Shipping Office. That this should be the case shows that the men are in some way under the *serang's* influence. All this is in obedience to *dustoor*, or the custom of the country, which all managers of households, as well as large employers of labour in workshops and mills, find it difficult to break through. Subordinate servants are bound by certain ties and obligations to those above them, and the outward expression of the obligation is generally a money payment; so it is with the *serang*: the men whom he engages, or recommends for engagement, consider themselves bound to him, and to all appearances willingly submit themselves to his control. The feeling of clanship is strong. When a *serang* gets a crew together, they will stick to him, and often refuse to go with another *serang*; they pay him *salami* and bazar money, which is intended to purchase for them extra comforts on board. It may be undeniable that they find it to their advantage, while on board, to be on good terms with the *serang*, and cheerfully submit to be mulcted in pocket, for at the end of a voyage the *serang* has generally a little bill against each man for food supplied and other matters. He generally has a man waiting outside the pay-room to look after the money each man gets; and although the rates of wages at which the men are shipped are entered in the agreement, they are no guarantee that the men are paid at this rate; for there is generally a separate and secret understanding with the *serang* as to the pay each man is to get. It is on this account that when the men are paid off the money is returned into a bag and handed over to the *serang* for re-distribution among them. One of the witnesses examined by the Committee produced the account of the crew of the S. S. *Shahzada*, showing, out of a total pay of Rs. 160 allowed by the shipping company to a crew of nine men, only Rs. 140 actually reached the men, the remainder being deducted by the *serang*: Rs. 11-8 for food, but on what account the remainder was deducted is not stated. A *serang*, if taxed with taking back the pay of the men, will sometimes deny it. This has happened on more than one occasion when the President of the Committee has been present at the time of engagement and discharge of crews. Recently, in a case of discharge on ship-board, it was observed that each man, after receiving his money, left the saloon of the vessel where the wages were being distributed, taking his money with him. The President then enquired from the *serang*, who was in attendance at the pay-table, whether the men would be allowed to retain the money, or if it would be handed to him for redistribution. The *serang* promptly replied that the money would not be given to him; but on going outside the saloon it was found that the money was being collected into a handkerchief, and the men themselves said it would be given to the *serang* for redistribution, as there were accounts to be adjusted.

* It was a British India Company's vessel, which is recruited by *ghât serangs*, and not by the licensed brokers.

It was noticed, too, that the *ghât serangs* were outside the saloon, taking an evident interest in the collection of the money. It is fair to state that, the lascars did not appear to regard their having to return the money to the *serang* as a grievance: they evidently looked upon it as an ordinary transaction to which they were well accustomed. The presence of the *ghât serangs* at the time of payment opens out the obvious inference that they, equally with the ship's *serangs*, had claims against the men. It is understood that the *ghât serang* and ship *serang* adjust the accounts of each man, paying him, not according to the rates entered in the agreement, but as they may settle among themselves, and that the difference is divided between the *ghât serang* and the ship's *serang*. The *ghât serang*, in the case of the British India Steam Navigation Company, occupies the same position as the licensed broker does in the case of vessels of other companies; and if the *ghât serang* makes "pickings" out of the wages of the men when they are paid off, it is a reasonable assumption that the brokers or their *circars* do not abstain from following the same lead in the discharges with which they are concerned. It is, however, an exaggeration to say that "the greater part, if not the whole, of the men's wages passes through the fingers of the brokers' servants." Read "ship's *serang*" for "brokers' servants," and the statement will be true.

25. During the sittings of the Committee, Mr. Darashaw Ruttonjee Chichgur, a licensed shipping broker from Bombay, paid a visit to Calcutta in connection with the matter under enquiry. While here, he made it his business to carefully observe the mode in which the shipping of lascars is

carried on in Calcutta, and he attended a meeting of the Committee and read an interesting paper giving the result of his enquiry, which will be found in appendix A. The firm to which this gentleman belongs holds the monopoly of the shipping business in Bombay, and he himself has had a practical every-day experience of the working of the continuous discharge system in that port, and from the evidence offered it will be seen that he is a warm supporter of that system, and professes a thorough belief in the advantages which it is said to bring to the lascars themselves.

26. It will be well at once to say that Mr. D. R. Chichgur is not entirely disinterested in the matter, for he volunteered, should any difficulty be found in introducing the Bombay system into Calcutta, to bring over a portion of his firm and take the place of the present licensed brokers here, and his evidence must be read with this knowledge. But whatever may be the motives by which he was animated in coming to the assistance of the Committee in the conduct of their enquiry, the Committee must express their obligations to him and accept his statement as a fairly correct description of what takes place in Calcutta, seeing that it generally accords with the account which the Committee have derived from their own observation, as well as from other sources.

27. It would appear that after a man has signed the ship's articles of agreement to serve for a certain nominal rate of pay, the real rate which he is to receive is a matter of subsequent arrangement between him and the serang; when this has been fixed, the lascar has to satisfy the claims (1) of the boarding-house keeper where he lives, (2) of the person who becomes

surety* for his advance, and (3) of the ghât serang or broker's men, as well as to provide for his own family. Having made his calculation, if he is dissatisfied with his engagement, or has difficulties in fulfilling it, or better employment offers, he has no scruples in throwing it up and returning the advance to the serang, who has then to find a substitute, who is put on board, often without any reference to the Shipping Office, and shipped in the name and under the articles of the original man engaged. The Committee are assured by the commanders of vessels whom they have consulted that the supply of substitutes is a matter of constant occurrence, and that they have no means of checking it. The third head of the Chamber's complaint has therefore been fully established, that "notwithstanding the control which the broker thus obtains, the men engaged through the broker seldom go in the vessel."

28. To consider next the fourth charge, "that deserters are very rarely prosecuted by the broker, but exceptionally are so with rigour."

This is a correct statement, and the causes of the broker's inaction may be thus summed up—

- (1) The persons empowered by law to prosecute are the master, or any mate, or the owner, ship's husband or consignee; and the broker is unable to prosecute without authority from one of these, which he cannot always obtain.

Section 26, Act I, 1859.

- (2) The difficulty of finding the man, for he can easily get away either by taking service in a home trade vessel, being shipped by a ghât serang; or he may conceal himself, or find employment in a variety of ways.
- (3) If a man has found a substitute, it is hardly treated as a case of desertion; and as there is no loss of the advance, the broker and the shipping firm have no pecuniary interest in prosecuting the man. The fact, however, of the man's absenting himself is made known to the ship's agents.
- (4) It is only when a substitute has not been provided that the broker is interested in prosecuting.
- (5) The charge which the police makes of Rs. 6 as an arresting fee operates to prevent arrest; for here comes in the consideration of whether it is worth while throwing good money after bad, and the ship's agent frequently declines to pay the fee.

(6) The police have not the same stimulus to arrest native absconders

† The reason of this distinction is that the European sailor has generally wages due from which the fees can be recovered; but not so the lascar.

as they have in the case of European deserters, for in the latter case they pocket the arresting fee if the man is caught, but get

nothing in the case of the native.†

(7) The trouble to the broker of attending the Police Court, which is some distance from the Shipping Office, and consequent loss of time and money.

It will thus be seen that it is not to the pecuniary interest of the shipping firm, the broker, or the police officer that the deserter should be arrested, and with human nature such as it is, nothing short of a drastic enactment compelling, on pain of a penalty, shipping firms and brokers to prosecute in all cases of desertion, including cases where unauthorized substitutes are provided, will suffice to remedy the evil. Such an enactment, the Committee consider, would hardly find favour with the shipping community.

29. The cases of desertion *en masse*, referred to by the Chamber in their 5th article of reproach against the Shipping Office, have been thus explained. The British India Steam Navigation Company and the Asiatic Steam Navigation Company have running agreements with their crews for six months, but make a practice of paying the balance of wages due to every one on board on the return of the vessel to Calcutta, which in many cases is every six weeks. This is done to close the vessel's accounts for the voyage. The lascar having received his full pay, pleases himself whether he fulfils his six months' agreement or not; and he is aided in the resolve by the action of the ship's agents, who purposely allow the lascars, when in port, to leave the vessel, finding it a more satisfactory arrangement to engage what are termed "batta" lascars for the work in port. The man is paid up to date, and is given a holiday when the ship arrives in port, and his desertion, or not turning up when the vessel is ready to depart, is thus made easy. There would be the same obstacles to prosecutions as have already been pointed out. The Assistant Shipping Master, however, brings to notice that there are many exceptions to these cases of general desertion: men are taken on board by the ship's *serang* and substituted for others that are left behind, being made to answer to their names; and in this way the Shipping Office suffers in fees. It may be mentioned that the actual desertions, as distinguished from cases in which substitutes are supplied, and excluding what are above spoken of as desertions *en masse*, are estimated as not exceeding 7 per cent. of the engagements.

30. The last clause of the Chamber's indictment, that "on all such occasions" (i.e. after desertions *en masse*) "fees upon re-engagement are payable to the Shipping Office and to the broker, and gratifications go, legally or illegally, to all those whose claims the lascar has learnt to recognise," follows almost as a corollary from what has gone before, and scarcely needs discussion, except by way of suggesting the measures to be adopted for remedying the abuses. But it is only in the case of the crews of the vessels of the Asiatic Steam Navigation Company that the licensed broker would gain, seeing that the British India Steam Navigation Company do not employ licensed brokers, but *ghât serangs*. The suggestion, however, of a remedy is much more easy than its application. The object being to prevent the broker from deriving any profit from the desertion of a lascar, it is a simple matter to lay down a rule that there shall be no second payment of fees for re-engagement consequent upon such desertion; but how is the fact of desertion to be proved? The men habitually ship under assumed names, and identification is almost impossible; so that the enforcement of the rule of non-payment would be in most cases difficult under the present system. It is clear, therefore, that the system needs to be remodelled and reconstructed on entirely fresh lines. This part of the subject will be discussed in the succeeding paragraphs.

31. The following measures have been suggested by the Chamber of Commerce for correcting the evils of the present system:—

- (1) The withdrawal of brokers' licenses.
- (2) The payment of advances, not in cash, but by advance-notes payable on the sailing of the vessel with the lascar on board.
- (3) The reorganising of the Shipping Office upon the English model.
- (4) The adoption of the Bombay plan of "continuous discharges."

32. On the first point the Board of Revenue in their letter No. 717B dated 21st August 1882, to the Government of Bengal, have thus remarked:—

"As regards the first proposal made by the Chamber of Commerce, viz. the withdrawal of the brokers' licenses, the Assistant and Deputy Shipping Masters are both of opinion that the faults of the present system are not attributable to the brokerage system so much as to the employment by shipping firms of private airdars, who are called "ghât serangs," and who are said to arrange for the supply of lascars without, in the first instance, the intervention of a licensed broker. These men are said to work generally in collusion with the ship's serang, and to be one of the chief causes of the "substitute" system, as they are pecuniarily interested in palming off inferior men on ship-masters in place of the able-bodied seamen with whom the engagement in the first instance was made. To the operations of these men and of the seamen's semindars, boarding-house keepers, and other crimps, the condition of thralldom of the native lascar is, according to these officers, mainly due, and not to the conduct of the licensed brokers, against whom it is stated that complaints are very rare. The Deputy and Assistant Shipping Masters are both strongly of opinion that the abolition of the brokerage system and the employment of "runners" paid by Government, as suggested by the Chamber, is impracticable, and could not succeed at this port. It is represented that in England the seamen's quarters are generally in the neighbourhood of the shipping, the men are on the look out for work and ready to respond to the runner's call: here, however, the native seamen's lodging-houses are scattered throughout certain outlying parts of the suburbs, and the men have to be constantly hunted up and kept well in hand to ensure their going on board after they have agreed to do so. For this work it is claimed that a native agency of the broker kind is much more suited and efficient than any staff of Government officials could possibly be."

33. The Committee, while bound to admit the rarity of the complaints against the licensed brokers, do not draw the same distinction as the Board of Revenue have done between the probity of a "ghât serang" and the probity of a licensed broker. The remarks of the Board disclose the misapprehension on their part that several firms make use of "ghât serangs" in preference to licensed brokers; but this is not the case, the fact being that Messrs. Mackinnon,

* Messrs. Maeneil and Company employ them in the case of one or two vessels occasionally.

Mackenzie and Company are the only company that employ "ghât serangs" on a large scale;* and as a curious comment on the remarks of the Board, it may be added that this firm has no complaint to make against the present system, and says, moreover, that, "whenever they engaged crews through the licensed brokers, difficulties arose." Speaking generally, the Committee would say that *ceteris paribus*, the broker and his assistants are just as likely to fleece the lascars, and cheat the shipping firms, and have quite as many opportunities of doing so, as the ghât serangs and their subordinates. It is, however, a question of integrity, and it may be said that the licensed brokers, coming from a higher and more educated class, and getting a higher pay than the ghât serang, the balance of integrity inclines much more to the former than the latter. It may be asked why cannot the body of shipping firms do without the aid of licensed brokers, in the same way as Messrs. Mackinnon, Mackenzie and Company do, and apparently with very satisfactory results to themselves? The answer to this is that this firm has in its service a very large fleet, and can afford to employ private brokers, i.e. ghât serangs, on fixed salaries, having constant occupation for them; but Government is required to legislate, not for the one firm, but for the many which are very differently circumstanced in respect of their crew requirements from the firm above mentioned. It would, the Committee have ascertained, be very distasteful to shipping firms in general to be deprived of the offices of licensed brokers. The Committee, then, are not disposed to recommend their abolition.

34. The objection to adopting the Chamber's second proposal to substitute advance notes for cash advances is the difficulty of enforcing such a rule, as seamen will refuse to engage on such terms, because of the discount. An advance note is payable three days after a vessel leaves, and a man has to pay from one to two rupees to get a note discounted.

35. The next proposal is to reorganise the Shipping Office on the English model. The English system is thus described by the Chamber:—

"Formerly there were in England licensed brokers for the engagement of seamen, under regulations similar to those set forth in Chapter IV, section 21, &c., of the present Bill; but the brokering system was found to be open to so many abuses that the Board of Trade abolished the licensing system, and seamen are now engaged through the Shipping Master, and through him only. A master requiring a crew goes to the Shipping Office, having previously made an appointment: seamen wanting a vessel go to the same place. Thus, at the principal ports, there are always a number of men waiting at the Shipping

Office, in a room set apart for the purpose, and plenty more within hail. The master makes his selection, an agreement is come to as to terms, the proper fees are paid and articles are signed. An assistant of the Shipping Master, called a "runner," takes down each man's name and address, and such other particulars as he may deem requisite.

"At the time appointed for the vessel's sailing, the runner proceeds on board, usually accompanied by a few men willing, in case of need, to go as substitutes. The runner musters the crew, takes down the names of absentees, and puts substitutes in their places, such substitutes signing articles in presence of the marine official.

"After the vessel has sailed, the runner waits upon the owner of the ship, and enquires whether he desires to prosecute the absentees; if so, the runner lodges an information and presses the charge."

36. The system here described does not differ very materially from the practice obtaining in the Calcutta Shipping Office, excepting that the broker element is eliminated from the scene. If runners were employed instead, they would be doing the work which the brokers' assistants now do, with the difference that they would be paid by Government instead of by the brokers: they would be changed in name only, but not in character; they would have precisely the same means at their command for tricking the lascars as they now have: a single runner could not do in Calcutta the work for a ship that he does in England; there the lodgings of the men are close at hand and within a ring-fence, so to speak, but here they are so distant and scattered that several runners would be required to muster a ship's crew. In England men present themselves at the Shipping Office independently of each other in search of employment; but lascars in Calcutta will not do this. They go in clans, and will only sail with a particular serang, who is frequently a headman in their village, and probably also a relation of the leading men of the crew. It would therefore remain that whereas the licensed broker can be made responsible for abuses detected, the responsibility in future would be shifted from his shoulders and distributed in a fragmentary manner among a large number of individuals, and consequently be difficult to determine. In the course of the enquiry, Mr. Pirrie, the Marine Superintendent of the Asiatic Steam Navigation Company, pressed for the appointment of runners paid by Government, whose duty it would be to prosecute deserters with the owner's consent. The Committee, however, do not see that the substitution of runners for the licensed brokers would afford a solution of the question, although they agree with Mr. Pirrie, and with others whose counsel they sought, that more might be done in the way of prosecution of absentees. The following remarks of Mr. Pirrie on this point, in the penultimate paragraph of his letter dated the 8th February 1848,* are very pertinent and deserving of consideration:—

Appendix A.

"I would strongly urge that the Shipping Master should be given assistance in the way of detecting and arresting deserters, whether by means of runners or of a few special policemen. I think also that it should be a condition of the broker's license that he must arrest and prosecute all men who do not join, under a penalty of forfeiture of earnings. These men have virtually the whole control of the lascars in their hands, and if only their conduct can be controlled so as to make them perform their work properly, a great deal of the difficulty will have been got over. It is only the certainty of prosecution and the conviction which follows that makes an Englishman join his ship, and I submit respectfully to the Committee that until a similar knowledge is instilled into the Calcutta lascar, and those who have to deal with him, he will still continue to personate, cheat, and desert his vessel as long as he finds he can do so with impunity."

37. It now remains to consider the last suggestion of the Chamber of Commerce, viz. the advisability of adopting the Bombay plan of "continuous discharge." The detailed description of that system in paragraphs 15, 16, and 21 of this report clearly demonstrates, in the opinion of the Committee, the numerous advantages which it possesses over the faulty method of shipping seamen now obtaining in Calcutta. Under it a man with a good discharge can command terms, be sure of finding employment, and in course of time become practically independent of the licensed broker and ghât serang. The knowledge that the loss of the certificate will inevitably follow desertion, since it is kept on board with the captain of the vessel, must obviously tend to diminish the number of absentees, while the careful record which is kept of each lascars appearance must be of great assistance in furthering his arrest in the event of actual desertion. The Committee are therefore of opinion that the system should be tried in Calcutta.

38. Passing objection has been raised to the continuous discharge system, on the ground that it was merely the revival of the plan of register tickets which had proved inoperative both in England and in India. Reference is made to the preamble of the English Merchant Shipping Act, 1854, and of the Indian Act I of 1859, but the former preamble contains no allusion to the subject. The preamble, however, of Act I of 1859 contains the following expression:—"Whereas the law for the registry of seamen, and the grant of register tickets, has been found to be ineffective for the purpose intended, * * * and whereas it is expedient to discontinue the practice of registry and the grant of register tickets." The Committee have not succeeded in obtaining any official account of the circumstances which led to the abolition of the registry system in England; all they have been able to ascertain on the subject is that the English law formerly enacted that "every person, being a subject of Her Majesty, intending to serve on any ship subject to the provisions of this Act (except as master, or physician, surgeon, or apothecary), shall, and he is hereby required to, provide himself with a register ticket." The system of register tickets, as practised in England, was introduced into India by Act XXVII of 1850; but although the Act extended to native as well as European seamen, the Committee opine, from the tenor or wording of the Act, that its provisions were framed chiefly in view of the circumstances of the latter class, and that it was a mere incident to the Act that they also applied to natives. The register tickets were done away with in England in 1851, but it is not until 1857 that any proposal was made to abolish them in India. In the meantime the Merchant Shipping Act of 1854 had been brought on to the English statute-book. In 1857 a Bill was introduced into the Indian Legislative Council, which afterwards became Act I of 1859. The principal objects of the Bill were to adapt to India—

"* * * the general provision of the third part of the English Act, 1854, relating to masters and seamen, so as to place ships registered in India in the same position as to the qualification and duties of masters and the shipment and duties of seamen on the same footing as ships registered in the United Kingdom, with such exceptions as to native vessels or seamen as may be deemed advisable."

Debates of Legislative Council Act,
October 24th, 1857.

In introducing the Bill to the Council, the mover said:—

"The present law on the subject was comprised in Act XXVII of 1850, which was entitled an Act for the registry of merchant seamen, and in Act XXVIII of the same year, which was entitled an Act for the encouragement of merchant seamen. The Registry Act was generally considered to have failed of its object altogether. One palpable cause of this failure was that the Act, according to the construction put upon it by the Supreme Government in 1851, rendered it imperative on the Registrar to grant a register ticket to every seaman who was unprovided with one, even though the seaman might have forfeited his previous ticket by desertion from his vessel. But independently of this defect, the whole system introduced by the Act was thought to be ineffective. Apparently the same system had been found equally ineffective in England, for the practice of granting register tickets had been abolished there in 1853. There seemed to be very sufficient reasons for abolishing it here likewise."

The Advocate-General, after stating his opinion on a question referred to him in connection with the bill, proceeded to say—

"I think it will be desirable also that the system of registry tickets, which has been abolished in England since it was introduced by Act XXVII of 1850 in India, should be abolished here also, at all events as to sailors not being natives or lascars, and that the whole system of the engagement of seamen should be regulated in the same manner as in England."

The words "at all events as to sailors not being natives or lascars" made it clear that the registry system was done away with solely from reasons connected with its working in the case of European sailors, and without any reference to native seamen. This disposes of the argument that the system of continuous discharge, as regards the latter class of men, had practically been found inoperative.

39. An objection is brought against the system that it would encourage fraudulent personation and traffic in certificates in the bazar. To this it may be said that fraudulent personation goes on now in a very open way which all the efforts of the Shipping Office and brokers are unable to check; and that it is to break down the substitute system that the certificate arrangements have

been proposed. If the system is worked carefully and strictly, the descriptive record of personal appearance entered in the certificate will facilitate the detection of fraudulent personation, and quickly check the sale and hire of certificates in the bazar. It will be useless to attempt to introduce the system into Calcutta, except the rules be rigidly adhered to: abuses are certain to follow a perfunctory and lax working of them.

40. Again, it is said that "certificates endorsed with misconduct would be destroyed, while applications for a new continuous discharge could not practically be refused." This is an objection common to all employments where certificates of service are granted. The practice carries with it its own punishment as well as its own reward, for the system of continuous discharge being firmly established, the man without certificates would find himself but little better off than the man with bad certificates when entering into competition with men possessing a good record of services.

41. It is further remarked that the "Legislature could not be expected to pass an Act prohibiting a lascar from obtaining further employment because he had lost his continuous discharge," which amounts to saying that the system should not be made compulsory by enactment. The Committee entirely admit the force of this argument, and are prepared to say that if the system is introduced it must be on the voluntary principle, it being left to the good sense of the shipping company to make the possession of a "continuous discharge" an indispensable condition of employment. Government may direct that every lascar at the time of engagement shall take out a certificate in the form of the continuous discharge certificate,*

* Appendix G.

that during the voyage it shall remain with the master of the vessel, and that at the time of discharge it shall be produced in the Shipping Office, and returned to the lascar after the particulars of service and character have been duly endorsed thereon; but it cannot compel the lascar to retain the certificate, or to produce it when seeking a fresh engagement. But if masters of vessels will set a value on the possession of a certificate, the lascars will soon learn to do the same. The Committee recognise the advantages which the continuous discharge system has over the present mode of conducting business in the Shipping Office, and consider that it is likely to prove an effective remedy for the evils brought to notice; but in recommending its introduction into Calcutta, they are sensible of the fact that the success of the experiment must depend on the thorough co-operation of shipping companies. If those companies are in earnest in their desire for reform, the Chamber of Commerce will no doubt be able to secure their assistance in giving the scheme a fair trial. It will be necessary for shipping companies to instruct the masters of their vessels to give preference to certificated men; to make proper arrangements for taking care of the certificates placed in their charge on board; to return to the Shipping Office the certificates of men who fail to join; to duly send all the certificates to the Shipping Office at the termination of the voyage, together with the official log-book containing the character of the men; to sign the entries in the certificate against each man; and to assist the Shipping Office in every possible way in giving effect to the new arrangements.

42. In one particular especially will it be necessary for the shipping companies to give up something to which they have been accustomed, at any rate in the very beginning of the change of system. A practice obtains of shipping and discharging crews on board-ship instead of at the Shipping Office in the case of almost all vessels in the home trade. Messrs. Mackinnon, Mackenzie and Company, who employ ghât serangs to get their crews together, are chiefly interested in maintaining the practice. It is thought that at time of shipment the chances of desertion are lessened, the crew being better kept together on board than at the Shipping Office, while at the time of discharge it is more convenient to the shipping officers that the work should be done on board. It is possible that the withdrawal of the concession may give rise to opposition on the part of the firm that chiefly benefits by it; but it is of paramount importance that the new system should have a fair trial, and this will not be possible if shipment and discharge on board are allowed as heretofore. The measurement and examination of the men, the entries in the certificates and registers, the examination of the log book, are details which cannot be carefully attended to on board in the hurry and confusion of work, without causing discontent and annoyance to the ship's officers; and therefore, in the inception of the system, the Committee recommend that a

rule be passed forbidding work on ship-board, and making it compulsory for all shipments and discharges to be effected at the Shipping Office. After some months, when the arrangements are in good working order, it may perchance be found possible to renew the concession in the case of discharges.

43. As to the procedure at the time of shipment, when each man returns the advance to the broker's man, the Committee feel some difficulty in recommending that the practice should be absolutely forbidden. The broker being responsible to the ship's agent for the amount advanced, should be allowed to make the best arrangement he can to guard against loss. Were the men allowed to carry away their advances before the consent of the surety had been secured, the broker would suffer loss in the event of desertion. If the taking back of advances inside the Shipping Office should be forbidden, it would go on outside unchecked. The practicability of making the surety attend at the Shipping Office when the advance is given has been considered, but it is open to several objections. It is not known what men will be required to furnish security until the selection has been made and the articles signed, and sureties would not attend the office on an uncertainty. Men are not shipped until three days before a vessel leaves, and time would not admit of any delay by withholding advances until the sureties could attend. Females, when they are relatives of the men, are the best securities, and they would not care to come to the office. Lastly, the broker, without a local enquiry, would not be able to satisfy himself as to the sufficiency of the surety. It occurs, however, to the Committee that the difficulty will correct itself when the new system is well established, as the shipping firms will doubtless be able to authorise the broker to dispense with security in the case of men who possess a long record of "good" or "very good" discharges.

44. The case, however, is different as regard the distribution of wages. The Shipping Office has no concern with the private transactions between the serang and the men, and ought not to countenance what takes place at the payable. The Committee recommend that the ship's serang should be paid last, and that as each man receives his pay he should be told by the Shipping Master that he can take it away, and that the serang has no power to touch any portion of it. Notices should be placed in conspicuous parts of the Shipping Office, forbidding serangs to take back the wages of men, and warning them that any serang detected in contravening this rule will be expelled from the Shipping Office and not allowed to re-enter it for a period of six months. The Shipping Office cannot do more than this; it is powerless to prevent any money transactions which may take place outside between the serang and the men.

45. The Committee recommend that licensed brokers be required, within 24 hours after the departure of a vessel, to deliver to the Shipping Master a list of deserters, including all for whom substitutes have been provided, and to prosecute in each case except on good cause shown to the satisfaction of the Shipping Master. On receipt of the list, the shipping Master should examine it, and in those cases in which the broker declines to prosecute, should enquire from the ship's agent whether this is done with their approval. A register should be kept in the Shipping Office showing (1) names of absentees, (2) name of vessel, (3) name of ship's agent, (4) result of prosecution, (5) reason for declining to prosecute, and (6) remarks.

46. At the same time the master of the ship should return the certificates of the men who are not on board, under cover, to the Shipping Master, who would thus have a check on the reports of the broker.

47. The high rate of fee for arresting seamen frequently prevents prosecutions, and the Committee propose that, in the case of native seamen, it be abolished altogether.

48. The licensed brokers furnish security, but they do not execute any security bond. The Committee consider that they should do so, lest any difficulty should arise in the event of its being necessary to forfeit the security.

49. The Committee recommend that the Shipping Master and the Deputy and Assistant Shipping Masters be each vested with magisterial powers to summarily dispose of cases of desertion. The result would be that cases would be tried promptly and on the spot, and brokers could no longer complain of the loss of time they suffer in attending the Police Court.

50. It would tend to check false personation, if, at the time of engagement a card were given to each man, to be delivered to the licensed broker at the time of mustering the crew on board, showing his name, the registered number of his certificate, and the marks of identification.

51. In order to carry out the recommendations contained in this report it will be necessary to strengthen the establishment of the Shipping Office by the addition of two clerks, one on Rs. 25 and the other on Rs. 20 per mensem.

52. The Parsee gentleman from Bombay, Mr. Darashaw Ruttenjee Chichgur, who gave the Committee the result of his experience as a licensed broker in Bombay, expressed his willingness to come to Calcutta if encouraged to do so, and take up the business of a licensed broker here, either himself or through a member of his firm, in order to see the scheme fairly started. He was ready, he said, to bring over whole crews from Bombay, in order to set the matter fairly going, and to meet any difficulty in case the Calcutta brokers and ghât serangs should strike. Mr. D. R. Chichgur produced papers showing that the Government of Bombay had on more than one occasion acknowledged with approbation his valuable services as head licensed broker but though the Committee have every confidence that, if entrusted with the work of introducing the continuous discharge system into Calcutta, he would be able to bring the experiment to a successful issue, they do not advise that the offer be accepted at present. They would prefer to see the system introduced under the auspices of the present staff of licensed brokers: if the attempt should fail, it will then be time to call in the assistance of the Bombay broker. It is therefore proposed that a trial be made for a year, and if at the end of that time the scheme is not in good working operation, that the services of the present licensed brokers be dispensed with, and the Bombay broker be invited to take up the whole of the Calcutta business.

53. The system of licensed boarding-houses for native seamen, referred to in the annexure to Government order No. 2397, dated 17th November 1883, will, under proper care and supervision, and with certain modifications, be found a useful auxiliary to the continuous discharge system. The practice of requiring native boarding-house keepers to take out licenses under Act IV (B.C.) of 1866 formerly existed, but fell into disuse in 1869. It was, however, revised in 1880 with the express object of checking the practice of giving substitutes. To this end the following conditions are included in the license:—

"10th.—That he shall keep a register of native seamen admitted into his boarding-house, showing their names, last ship, date of admission and date of departure, and, if shipped, the name of the ship for which they have engaged; and that he will submit monthly returns of the same to the office of the Commissioner of Police on or before the 5th of every month.

"11th.—That he shall give immediate information to the Shipping Master in every case in which a seaman, who has left the boarding-house on engagement, returns to it before the completion of the term of his last engagement."

In order to see that the registers are properly maintained, police inspectors in charge of thanas are required to inspect all such registers in the boarding-houses in their sections, and to report in what state they find them. The President of the Committee has sent for and examined many of these registers, and has observed that they bear in places the signature or initials of the inspecting officer, but that there was nothing on record to show whether any irregularity had been brought to light, or any action taken for correcting it. This is clearly not the kind of inspection that was intended or is desirable, and some reform is necessary in this particular. But it is not understood to what extent periodical inspections by the police of these registers can check the practise of giving substitutes; all that such inspections, however carefully conducted, can do, is to bring to notice whether the registers are neatly prepared and written up to date, and have a general appearance of being properly maintained. The police have no materials at hand for testing the correctness of the entries in the registers, viz. of ascertaining whether A.B., entered as having joined a certain vessel on a particular date, did actually join. These materials, under the continuous discharge system will be in the Shipping Office in the form of the list of absentees and the returned certificate referred to in paragraphs 45 and 46 above. It is therefore much more essential that the scrutiny of the registers should be made in the Shipping Office instead of in the office of the Commissioner of Police; and for this reason the Committee recommend that, in

clause 10 of the condition of the boarding-house license, the words "Commissioner of Police" be altered to "Shipping Master." Each licensed boarding-house keeper will thus be required to submit to the Shipping Master, before the 5th of each month, a return or copy of his register for the previous month; and by comparing it with the list of absentees in his office, the Shipping Master will be enabled to see whether the register is correctly prepared, and to detect instances in which deserters have been harboured contrary to the provisions of the license; and with prosecution and cancelment of the license immediately following detection, the system of licensed boarding-houses can be made to fulfil the special object for which it was revived in 1880. In making the above recommendation the Committee do not intend to propose that the police surveillance of the boarding-houses should cease: that will still be required in order to ensure that every boarding-house keeper shall take out a license; and indeed, without close supervision and control by the police, the system is likely to fall once more into desuetude.

APPENDIX A.

Minutes of the Meeting of the Committee appointed to enquire into and report on the system of engaging Native Seamen in the Port of Calcutta, held on Friday, the 18th January 1884.

PRESENT:

MR. W. H. GRIMLEY	...	President.
CAPTAIN BREBNER	...	} Members.
MR. A. D. LARYMORE	...	

The Assistant Shipping Master in attendance.

After stating generally the object for which the Committee had been appointed by Government, the President called upon Captain Brebner to explain what was meant by the continuous discharge system in force in Bombay. Captain Brebner then produced a form of certificate of discharge, and stated that the practice in Bombay, of which he himself had had some personal experience, was for the seaman to produce the certificate at the time of very engagement, when it was handed to the Master of the vessel, and not returned to him until he received his discharge. The endorsements on the certificate shewed the dates of each engagement and discharge, and was thus a complete record of a seaman's service. The certificates were valuable aids to getting employment, and it was usual for the men to keep them in tin cases, which they handed to the Master along with the certificates. Captain Brebner suggested that, if adopted in Calcutta, they should be printed on parchment. He expressed himself in favour of getting rid of all the brokers at present licensed, and all the ghât serangs: he would invite Parsee brokers from Bombay to come to undertake the Calcutta business of shipping seamen.

Mr. Hanton, Assistant Shipping Master, who had been invited to attend, in answer to questions stated that there were at the present time four licensed brokers, viz., two Hindoos and two Mahomedans; three had been brokers, before he, Mr. Hanton, joined the office, and one had been appointed since. They each deposited Rs. 1,000 security, they were the descendants of men who had been brokers for years, the posts being handed down from father to son. He had never received any complaints from the seamen themselves against the brokers but only against their sircars. These were complaints of extortion.

It was eventually resolved that the following firms should be invited to favour the Committee with an expression of their views on the whole question, and to give the names of those gentlemen who, from their intimate knowledge of the working of the present system of engaging lascars, would be able to afford the Committee useful information on the subject, especially including the names of officers in their employ who had had some practical experience of the working of the continuous discharge system in Bombay. It was also resolved that the said firms should be asked to arrange that some of the gentlemen they might name should be present at the next meeting of the Committee.

Names of firms.—Messrs. Mackinnon, Mackenzie and Company, the Superintendent of the Peninsula and Oriental Steam Navigation Company, Messrs. Turner, Morrison and Company, Messrs. Apcar and Company, Messrs. Hoare Miller and Company, Hadjee Zachariah Mahomed and Company.

Minute of Meeting of the Lascar Committee, on 25th January 1884.

PRESENT:

MR. W. H. GRIMLEY	... President.
MR. TURNER	... } Members of the Committee.
CAPTAIN BREBNER	
MR. WYLIE	... } On behalf of Messrs. Mackinnon, Mackenzie & Co.
CAPTAIN ATKINSON	
CAPTAIN MCCONNELL	... } On behalf of Messrs. Turner, Morrison & Co.
MR. PIRRIE	

Captain Atkinson—Said that he had observed of late, when forwarding Bombay crews to be discharged in Bombay, that some portion of such crews did not produce continuous-discharge certificates, and that those who had had entries recorded against them took means to erase them, for example, by burning them out. The continuous-discharge system* was theoretically good, but there were means of evading it, which would be successful so long as Masters engage crews without insisting on the production of the certificate.

* For the sake of brevity this will be called the C.-D. system hereafter in these notes.

W. H. G.

Mr. Pirrie—Referred to the preamble of Act I of 1859, and pointed out that the register tickets there mentioned was practically the same as the C.-D. system, and it would be seen from the preamble that the system having been found inoperative was the cause of the enactment of Act I of 1859.

With reference to Captain Atkinson's remarks, Mr. Hunton was called upon to produce the agreements of some Bombay crews, which happened to be at hand. He produced the agreements of the *Henzada* and *Golconda* crews, and on examination of these shewed in the *Henzada* 37 out of a crew of 82 without a C.-D. certificate and on the *Golconda* 17 out of 70.

Mr. Wylie—Stated that the British Indian Navigation Company had no reason to complain of the present system. They shipped their crews through their own ghât serangs, who were responsible for supplying their vessels with all the crews required; these ghât serangs worked quite independently of the licensed brokers. Whenever they engaged crews through the licensed brokers, difficulties arose. The ghât serangs are paid by a fixed salary, from Rs. 20 to Rs. 25 a month, the steamers being distributed among them according to class.

There are three ghât serangs for deck crews.

There are two ghât serangs for saloon crews.

There are one ghât serang for engine-room crews.

Beside the fixed salaries, the ghât serangs get 2½ per cent. on all advances, the advances being paid in the Shipping Office nominally to the seamen engaged, but virtually to the serang.

Captain Atkinson—Remarked that he agreed with Mr. Wylie, and that those who complained against the present system probably did not offer sufficient inducement in the shape of wages to the crews engaged. The deterioration in crews was really due to the fact that the demand was greater than the supply.

Mr. Hunton—Said that the licensed brokers at the Shipping Office get 5 per cent. on advances and eight annas per head for each man engaged or paid by the ship.

Captain McConnell—Said that he should like to see the C.-D. certificate system tried; and Captain Brebner having remarked that there ought to be a Marine Court where desertions could be summarily dealt with, he further stated that at Singapore both the Shipping Master and the Deputy Shipping Master were invested with magisterial powers, which enabled deserters to be promptly dealt with.

Mr. Pirrie—Said that if section 4 of Act I of 1859 were fully carried out no further change would be necessary. He would like to see runners provided, whose business it would be to see men on Board, and, with the owners' consent, to prosecute deserters. If the C.-D. system were introduced at all, it should be made compulsory.

Captain Atkinson—Said that the runners would simply take the place of the ghât serangs, and if a man wished to desert he would pay the runner.

Mr. Wylie—Stated that if conviction inevitably followed a prosecution, desertion would soon stop. He thought that the courts were too prone to accept the excuses for a man neglecting to join a vessel.

Minutes of the Meeting of the Lascar Committee, on 8th February 1884.

PRESENT:

MR. W. H. GRIMLEY	...	<i>President.</i>
MR. TURNER	...	<i>Members.</i>
„ LARYMORE	...	

Inspector Forsyth states.—I only know of two licensed brokers who work as such, viz., Gopal and Poorno. Gopal being Poorno's uncle; they are nominally two distinct brokers but as a matter of fact one. They employ 11 runners (called by them sircars) who do the work of both firms.

I have never seen Grish Chunder Ghose in the Shipping Office or on board ship. Apurnath is a man who assists in the Shipping Office, I think he is the nephew of Gopal, but he has no license.

Q.—Do you know anything of Ahmed Nazir?

A.—I have never seen a Mahomedan practising in the Shipping Office.

Q.—Is there not another man Ali, who has taken out a license three months ago?

A.—I have never seen him.

Q.—What opportunities have you of observing what goes on in the Shipping Office?

A.—I have been Inspector of River Police since 1877, and have often to go into the Shipping Office to investigate complaints against men from on board ship.

Q.—Are there any abuses in the manner in which seamen are engaged which in your opinion require to be remedied?

A.—I have observed that the following is what goes on in the Shipping Office:—

As the articles of agreement are placed before the Assistant Shipping Master the names are called out, the Assistant Shipping Master initials the names, and Gopal the licensed broker hands a sum of money to each man. Near him is a runner, who holds a bag into which the money is dropt as the men pass out. At night, in the quarter where the men reside, the runner goes to distribute the money, he does not pay it to the men themselves unless they have a wife and family, when he pays a part, but to the zemindar, who is generally the *modi* of the place. No man can be arrested unless the licensed broker chooses.

The agreements are drawn up by the licensed brokers, not by any one in the Shipping Office.

Q.—Is there anything to be gained by the licensed broker in getting crews paid off?

A.—The licensed broker gets eight annas a head for every crew.

Q.—Is it a fact that crews are discharged and re-shipped every time a vessel comes into port, notwithstanding the articles of agreement extending over six months?

A.—It is nearly always the case. It is the interest of the broker that a man should ship as often as possible.

Witness produces the account of the pay of the men of the S. S. *Shahzada*, voyage No. 28, dated 14th March 1882.

NAME.	Rank.	Co.'s rate of pay.	Pay allowed by Serang.	Deduction by Serang for food.	Total deductions.	REMARKS.
		Rs.	Rs. A.	Rs. A.	Rs. A.	
Samat Ali	Tindal	25	20 8	1 8	4 8	
Modan	Kusab	22	20 8	1 8	1 8	
Abdul Gaffar	Lascar	17	12 8	1 8	4 8	
Karim Box	Do.	17	11 8	1 8	5 8	
Kismat Ali	Do.	17	13 8	1 8	3 8	
Baboo	Do.	17	14 8	1 8	1 8	
Abdul Karim	Do.	17	15 8	1 8	1 8	
Beelaw	Do.	17	14 8	0 8	0 8	
Abdul	Bandari	12	11 8	0 8	0 8	Serang allows one rupee.
Total		161	140 8	11 8	28 8	

The lascar tells me that the serang deducts the money. The broker and the serang divide the sums deducted. The *Maharani* left on the 20th of last month, and I was on board in the morning. The crews were reported by the Baboo Apurno to be on board, except two secunnies, but I afterwards learnt that when the ship had got to Hastings, and came to anchor to take in convicts, three men were put on board as substitutes; one died, one was sick. These two never worked, and the other was of very little use. There was a man named Panchoo shipped, but I afterwards learnt that he returned his advances to the broker. I was told by his relative that he returned his advances the next day. I went to the Shipping Office and told Apurno, who said, yes, he returned his advances the next day after he was shipped, and the broker then arranged with the serang that he was to bring some other man in his place. I asked Gopal if he would send some one to point out Panchoo's house. He sent one of his runners, who pointed out Panchoo's mother-in-law's house. He then took away my man to Khalaseetolah, and he shewed him a prostitute's house, he told the man that Panchoo came there; that it was an opium den; and that he could be arrested there.

The brokers do not send the men's clothes on board; each man brings his own clothes.

Mr. Turner—Suggests that a man who has a C.-D. certificate should get a higher pay.

Minutes of a Meeting of the Lascar Committee, held on the 29th February 1881.

PRESENT :

MR. W. H. GRIMLEY	...	... President.
CAPTAIN BRENNER	...	} Members.
MR. TURNER	...	
.. LARYMORE	...	

Mr. Darashaw Ruttonjee Chickgur, Licensed Shipping Broker of Bombay, read the following paper, giving the result of his enquiries into the ghât serang system in Calcutta—

"Serangs have too much power in this province.

The lascar is a tool in the hands of the ghât serangs, through whom all the corrupt practices are carried out. The serangs and ghât serangs have entire control in the shipping and discharging in Calcutta.

The serang collects the men, and the selection rests with him. He determines the ability and merit of each man according to the tax he could levy on them.

He brings forward a certain number of men in the Shipping Office; some of whom are really good and true men. They sign the articles, and an all-round rate of pay is marked down against their respective names. The able seamen as

well as ordinary seamen are reckoned in the same category, with an understanding that the serang will distribute and fix their pay according to their abilities. At time, to satisfy the Shipping Officer, different and distinct rates are given in the articles of agreement, with a promise, which is seldom fulfilled, to the good and able men, to give them a few rupees more out of the pay of the ordinary seamen and new men. This deprives the Shipping Office from discharging its main and first function of determining the pay of a seaman according to his worth.

The practice of giving advances to the men before a Shipping Master is a nominal one, as the money given by one hand is taken back by another, on pretext of securing the men. Here also the greatest function of the Shipping Office remains undischarged, and owing to this practice being carried out, not in exceptional cases, but wholesale, the safety and security of men revert into the hands of the ghât serangs and serangs, who are the most corrupt lot to be found here. After collecting back the whole of the advance, the serang proceeds with the ghât serang's or the broker's men to distribute the same. Here, the calculating serang tries to collect the black-mail he promised to pay to the ghât serangs by deducting such amount from the advance of each man as his mature judgment and conscience would dictate at the time.

The men knowing full well that they are entirely at the mercy of the serang, accept the terms set before them, and receive such sums as are apportioned to them, cursing the ghât serangs and serangs at the same time. They would certainly open their mouth and try to lay the complaint before an official, but they know full well that the ghât serangs are an unscrupulous lot of men, and have the full control in the management of shipping. The serang again armed with these powers, is a terror to the men at sea, and unfortunately if any men were at variance with him, or would not yield to the terms proposed by him, he would bring such force and coercion into use as to make them run away at an intermediate port, leaving behind their full-earned wages.

The seaman, after receiving the highly discounted advance, thinks over his miserable lot as to the payment of his debt on shore, as well as for his equipment for the voyage. Finding it impossible to accept the terms, a day or two after he goes to the serang and refunds the money advanced to him, or at times tries to deceive the sharks who fleece him by running away and accepting a shore appointment for a time. The serang on receiving back the advance, enters into a contract with another man who never set his foot in the Shipping Office, and who had seen very little of the sea before, by fixing a higher rate of black-mail on the man. Hence I account for wholesale changes in the crew which takes place without the knowledge of the parties concerned. I must at the same time assert that this loose system of allowing these constant changes in the crew corrupts the men so much that desertion and the practice of refunding advances become very common with them; and after a time the men believe that they can with impunity set at naught the agreement entered into at any time and for any frivolous reason.

There are also various other reasons for desertions which I need not mention here at full length, such as the bad name of a ship, short issue of provisions, &c.

The power of serangs to select and to determine and fix the pay of the men out of the average amount left at their disposal by the shipowners and ghât serangs does the greatest amount of mischief, as by it they try to under-pay the good men and take such new men as would be willing to proceed on a voyage on a very low rate of wages, so as to allow a good surplus and margin left to them at the end of voyage. Hence the wretched crews; no emulation or ambition to men to rise in the scale of seamanship; no energy or heart to work for bettering the condition. The surplus left between the average pay given by the owner and the wages fixed by the serangs, by a common understanding amongst themselves, goes into the pockets of these wretched people, and the owners in the bargain secure the worst possible crews for their ships. The owners in the meanwhile consider themselves fortunate in getting their work done by a cheap ghât serang system, little imagining how inefficiently their ships are manned, and how the ghât serangs obtain a very large sum of money in an indirect way from the wages of the men, which is given with an intention to secure the best crews. Hence I have seen at Bombay when the Calcutta crews were paid off, the serangs trying to spread his handkerchief to collect the amount of surplus from the parties who were to receive the lower rate of wages than what was marked down on the articles

according to their former understanding. To cure this evil to a certain extent, Messrs. Brebner and Walker have made a rule while paying off a Calcutta crew to pay the serang last, and not to allow him to move from the pay-table, in the meanwhile each man receives his arrears of wages, signs the release, and clears out from the Shipping Office. The serang is made to leave the office a long while after the whole crew is paid. Once the men are in possession of their cash, they are free agents, and no amount of coercion on shore will bring them round to carry out their nefarious contract with the serang. At sea, the Simon Pure serang blames the ghât serang before his officers for supplying an inefficient lot, and thus tries to clear himself.

A ghât serang at Calcutta appealed to me to consider whether the paltry commission and the pay he gets could ever pay him to discharge his functions fully and honestly. Besides he told me that at Calcutta there are so many ghât serangs and brokers that they each try to beg for more work at a so-called cheap rate, and try to defy one another. By this division, he tells me, desertions are very rampant, and the men themselves say that if they desert from one party, another is ready to employ them.

I endorse this view fully from my own experience. Men are prone to impose upon you when they see that there are more places than one for engaging themselves, and it is a great source of encouragement to them to draw advance, and go loafing from one place to another. In this particular matter, although I am an interested party, I would give my free opinion to recommend a monopoly to the licensed shipping brokers at a fixed rate of commission under a careful and strict supervision of a Shipping Master. By it in the long run perfect security and protection to the men and to owners, as well as an efficient and able staff of seamen, will be secured. Before promising this, I must state that the brokers should be members of a good stock and of well-known and exceptionable respectability, and should have head for organizing and controlling a large body of men. Such brokers can at once command respect and confidence of the men, and in cases of emergencies the men would come forward at a word of command, even at the dead of night. Without blowing my own trumpet, I can place an instance out of many of my own before the Committee.

When the Mahomedan riot broke out at Bombay some years ago against the Parsees, I was freely allowed to go and was escorted into the Mahomedan streets by my Mahomedan seamen, and thus every confidence and cordiality were shewn me even by the Negroes and Arab barbarians. This I believe was the result of the force of character impressed on their minds by continuous fair and impartial dealings with them.

A very great tax is also levied by the firemen serangs on his men, and it has become so common amongst them that every man understands that it has the sanction of the law of the land. The new men have to pay a full tax, as they cannot enter the service without it, and they are the main source of replenishing the tax funds to be set aside by the serang for payment to parties who put him in power. The creating of many new serangs and promoting firemen and others to this post bring in a fresh supply of large funds to such who have a hand in it. This is done in the face of having twenty good serangs loafing in the port and amongst whom there may be some at the time who were promoted and taken on by the same company's steamers fifteen times over, and carried good discharge certificates. By this process many efficient persons loaf about without having anything to do, and hence a bid for higher sums to ghât serangs for even small posts. Such men when employed have no heart in the work, as they pay heavily for it. The workman therefore naturally degenerates in time and becomes apathetic. Added to this, the work of the new men mostly devolves on these people, and they get perfectly helpless, and hence a cry that we cannot get men of the old stamp. All this is a dead loss to the owners, who have to pay indirectly for the heavy wear and tear, and for an increased consumption of coal. An intelligent and conscientious stoker is the best saving-machine of coal, &c., who supplies the fresh fuel just when and where it is wanted; and a skilled stoker, instead of pitching his coal in any how, cramming his firehole, and then sitting down to sleep or smoke, feeds little and often, and deftly sprinkles the contents of his shovel just where the fire is brightest and hottest. Employing many new men is therefore no economy in this department.

The continuous Bombay discharge certificate form should be adopted by an enactment of the Government, wherein the safety of both men, brokers and ship-owners will be combined, as by it no Commander of a vessel or a serang could bring a charge against the ability of a sea-going man, as his previous services, marked on it, will speak for themselves. The pay of the man will be quoted on the margin, and any body could judge whether the certified seamen is worth that money. The owners will then get the worth of their money and the men their full earned wages. The Captain and Engineer, who has to depend upon the serang's word for the man being a good or bad workman, will judge for himself, and employ such men as he would prefer. The men in the long run will become independent, and the ghât serangs and serangs will have to go in search of them instead of these men accepting any of their terms as they do now. Each man will have his grade and rank and earn such wages as he could lay claim to according to his ability. His progress will become evident from this certificate, and he will rise or fall according his own deserts.

The shipowners, against any mishap to the ships, will be in a position to prove by these certificates to the satisfaction of the Insurance Company that they had an efficient crew. To the honest brokers, it will be a perpetual safeguard against the accusation of changing crews, &c., as by it they will be in a position to prove their innocence. The adoption of this will no doubt be a death-blow to the ghât serangs, serangs, and to the low boarding-house-keeper. The last of these agencies should be gradually wiped off by the establishing a seamen's home out of their own money as I have succeeded in having them at Bombay. The evil of these low-class boarding-houses is very great, as it keeps the seamen in perpetual indebtedness to these sharks, whose debt could not be got rid of even after paying cent per cent interest.

I would not recommend allotment tickets to the families of seamen, as courtezans, boarding-house keepers, and such other friends of ill-repute will immediately step in as the wives, daughters, and brothers of these men, and would entice the seamen to remain as much as possible in their own company.

For the benefit of all the shipowners I would recommend them to issue strict instructions to their Officers and Engineers, that so long as good, certified serangs and tindels can be obtained in harbour, on no account should another man be promoted to those offices, as its evils are too numerous, and totally against their interest.

Besides putting the seamen in the way of building houses for themselves to give them shelter, in conjunction with the shipping master I have been able in Bombay to start a benevolent fund for sick and distressed lascars and firemen who get enfeebled in the service, and who become unserviceable by accident, &c. These distressed men are helped by us from the funds up to this day, and I believe Rs. 2,000 is now to the credit of that fund in the Hong-Kong bank.

As a last remedial measure, I would recommend, in conjunction with a good broker-system, to appoint for a temporary period a separate tribunal for trying native seamen's cases only for desertion and leaving the ships without leave. The Port Officer at Calcutta would be the best gentleman. This will have a wholesome effect after fifty or sixty such trials, which will set terror in the hearts of these men and would go a great way towards organizing a good system. As at present, much valuable time of the Commanders and brokers is lost in prosecuting men in the police courts, and therefore the total abandonment of this practice."

Captain H. de Smidt, who attended the meeting on behalf of Messrs. Apear and Co., brought to notice the difference between the circumstance of Calcutta and Bombay. Owing to the situation of the latter port on the sea coast, there was always a class of sea-faring men to be found, whereas in Calcutta, it was necessary to seek out the men, and often they had to be taken from the fields. It frequently happened that after a crew had started it was found that many of the men engaged had never been to sea; men of this class were designated 'dandies,' and were not of much use on board for two or three years. He was not in favour of doing away with licensed brokers and employing runners instead. He had had dealings with licensed brokers in Calcutta for many years, and considered them a great improvement on the old system of ghât serangs, which obtained some years ago; was of opinion that the Shipping Master should take into his own hand the payment of advances.

Captain Ashdown, Commander of the S. S. *Siam*, Peninsula and Oriental Company, expressed himself generally to the effect that the present system required to be reformed both in the interests of the lascars themselves and of the shipping companies. He approved of the Bombay system of continuous discharge certificates, and also of the suggestion that the payment of advances should be personally superintended by the Shipping Master.

Dated Howrah, the 20th January 1884.

From—W. H. GRIMLEY, Esq., President of the Committee appointed to enquire into the system of engaging native seamen, Calcutta,

To—MESSRS. MACKINNON, MACKENZIE AND CO., THE SUPERINTENDENT OF THE P. AND O. CO., MESSRS. TURNER, MORRISON AND CO., MESSRS. APCAR AND CO., MESSRS. HOARE MILLER AND CO., HADJEE ZACHARIAH MAHOMED AND C^o.

In inviting your consideration of the accompanying papers on the existing system of engaging native seamen in the Port of Calcutta, I have the honour, on behalf of the Committee which I represent, to request that you will favour the Committee with the names and addresses of those gentlemen, who, from their intimate knowledge of the working of the present system of engaging lascars, will be able to afford the Committee useful information on the subject, especially including also those officers in your employment who have had some practical reference of the working of the continuous-discharge system in Bombay.

2. The Committee propose to hold their next meeting at 3 P.M. on Friday, the 25th instant, at the office of the Board of Revenue, 2, Bankshall Street, and will feel much obliged if you can arrange that some of the gentlemen referred to shall be present to afford them such information as they may be able to give.

3. I am further desirous to invite an expression of your own opinion on the whole question.

No. 54, dated Calcutta, the 24th January 1884.

From—MESSRS. APCAR AND CO.,

To—The President of the Committee appointed to enquire into the system of engaging native seamen.

In reply to your letter of 20th instant, requesting our consideration of the accompanying papers on the existing system of engaging native seamen, and also for the names and addresses of the gentlemen in our employ acquainted with the present system of engaging native seamen, we would beg to refer you to Captain H. de Smidt, who has employed native lascars in our service for many years. With regard to the papers submitted, we agree with the remarks of the Deputy and Assistant Shipping Masters in the extract from a letter No. 717B, from A. Forbes, Esq.; and we are further of opinion that the introduction of the continuous-discharge system followed at the Bombay Shipping Office, in Calcutta, would be of great benefit. We are also of opinion that the measures which the Committee think would go far to correct some of the worse evils of the present system, numbered 1, 2, and 3, would result in the detention of the steamer when on the point of sailing.

Dated Calcutta, the 24th January 1884.

From—The Superintendent, Peninsular and Oriental Steam Navigation Company,

To—The President of the Committee appointed to enquire into the system of engaging native seamen, Calcutta.

I HAVE the honour to own receipt of your letter of the 20th January, handing me a Government resolution appointing a Committee to enquire into the abuses arising out of the present system of engaging native seamen, and asking me to express an opinion on the subject, as well as to arrange that some officers in the Company's service may be present at the meeting to be held to-morrow afternoon at the Board of Revenue, 2, Bankshall Street.

It is scarcely necessary for me to say that, with our entire fleet, manned by native sailors, all questions affecting them are of the greatest interest and importance to this Company, and had the communication been made when your Committee was appointed twelve months ago, some useful information would have been furnished, but this cannot be done at a few days' notice.

There is no doubt that the system in force at Bombay has advantages not possessed by that of Calcutta, but at the same time the former is also capable of improvement, and I should therefore wish to obtain some information from that port before expressing an opinion. I should also wish to consult some of the Company's senior Commanders who have had exceptional opportunities for understanding all questions relating to Indian seamen.

If, therefore, the Committee will be prepared to receive the opinions asked for about the middle of next month, I shall be happy to furnish them; and in this case, I shall be obliged for three or four copies of the resolution and extract enclosed in your letter under reply.

No. 1088, dated Calcutta, the 23rd January 1884.

From—J. HUNTON, Esq., Assistant Shipping Master,

To—The President of the Committee to enquire into the system of engaging native seamen, Calcutta.

As requested I beg leave to submit the enclosed for your perusal, and remain, &c.

Bombay continuous forms of discharge.

It would clearly show the character and ability of the seaman in the different ships on which he had served, and become a valuable document to him in time, especially if endorsed "very good" for both conduct and ability; if otherwise, he would destroy it, and after a time apply for renewal. It would, to a certain extent, check desertions and substitutes, but not entirely (as to be seen hereafter) it would not check the present system of black-mail imposed on them by serangs, boarding-house-keepers, crimps, and money-lenders (not the licensed brokers as supposed). However, I am in favour of the Bombay certificate, as it would be a boon to the steady class of seamen, but not in the majority, as they avoid shipping so long as they can obtain means by borrowing at a high rate of interest, thereby putting themselves entirely into the hands of the above-named sharks.

It is a known fact that hundreds of lascars obtain daily employment for harbour work, such as boats, stevedores' gangs, &c., besides a vast number is admitted monthly in the Government docks, Port Commissioners' private docks, railways, on river steamers and flats, tugs, various mills, and other sources; in fact, the Calcutta lascar can turn his hand to many ways of earning his living independent of shipping. I have frequently seen them driving tiffin carriages and cow carts. Here, I would ask what value his discharge certificate would be. Another very large opening is the home trade when crews are engaged independent of the Shipping Office, for instance the British India steamers and others, who from January to December 1883 shipped 2,535 men. I may here mention that the British Indian Steam Navigation Company do not employ licensed brokers; they have their own servants, termed ghât serangs, who receive a small monthly salary and 2½ per cent. on all advances made to the crew—being half of the amount allowed to licensed brokers.

The seafaring class of Calcutta are scattered all over the town and its suburbs. The following are the principal places where they reside:—

Machoon Bazar, Mirzapore, Narcooldangab, Bytokhanna, Entally, Koriah, Teeljalla, Taltolla, Jaun Bazar, Mullunga, Sat Bazar, Bhowanipore, Khidderpore, Cooly Bazar, Monipoor, Hurroobash, Dhacooriah, Garden Reach, Rajgunge, Howrah, Sulkeah, and their adjoining places, extending over four or five miles; and different class of men shipped are from—

Chittagong, Sylhet, Sandeep, Dacca, Moorshedabad, Bamnee, Furidpore, Outtack, Burdwan, Pundooah, Midnapore, Hooghly, Howrah, Calcutta, Rajgunge, Jiddiah, Zanzibar, Muscat, Maldiva, Lacadive, Aden, Mauritius, Malta, Port Said, Singapore, Manilla, Penang, Java, China, Bombay, Goa, Nagire, Bushire, Baghdad, and Bussorah.

Whereas in Bombay there are only four or five class of men, viz., Suratees, Goanere, Rutnagirees, Goges, Devas and Damainias. Each sect reside in separate moholas or quarters, and can easily be got when wanted. Furthermore, as a rule, when a ship requires a crew, all of one sect, or nearly so, will ship together.

The Bombay seamen are generally more quite, better caste, and of less dissipated habits than those of Calcutta, who have contracted vices from their frequent visits to Europe, as the majority of them are a very low class.

For the year 1882-83 the following is the number of men discharged and shipped through the native department only—

							Men.
Discharged	...	...	...	...	...	...	12,518
Shipped	...	...	...	...	...	...	12,984

Duties of Licensed Shipping Brokers.

After receiving an order to ship a native crew, the broker or agent notifies at the different quarters where the seafaring men reside, that a ship or a steamer—naming such vessel—is bound for such a port, as the case may be, requiring so many men for a term of so many months; will sign articles of agreement, say to-morrow or the day after, either on board or in the Shipping Office, as the case may be.

The licensed broker will wait at the Shipping Office at the appointed day and hour for the captain and crew, and when both are present, the captain selects a serang; the broker then asks the Master who will select the crew, his officer or the serang, or he himself: in nearly all cases the serang has to select the crew.

The broker then enters them on the articles of agreement; then arranges them before the Shipping Master, and reads the agreement to them, explaining the nature of the voyage, the scale of provision, the time when they are to be on board, &c., then each man is called by his name and paid advances in cash if for one month, and if for two months, one in cash and the other in advance note; on receipt of which the pen of the Shipping Master is touched, and the man retires from the Shipping Office, returning the advance to the brokers' sircars, who inform them that he will call at their house and pay the advance on security being given.

Sometimes great difficulties are experienced in getting a crew for a ship or a steamer from the following causes:—

(1st) ship having a bad name, that is troublesome officers, who are hard on their crews; (2nd) ships which do not observe the port customs regarding their working hours; (3rd) ships which are under-manned—from such ships many men after signing articles, and receiving advance fail to join—in such cases brokers are compelled to obtain substitutes at the last moment, and give a further advance to get the men on board in time for the vessel to leave at day-light.

After the crews have signed, the aircars or assistants of the brokers follow the lascars to their houses, and pay advances into their hands or that of their relations, who stand security for the amount; in cases of the men having no relation, their landlord or boarding-house-keeper becomes security, the advance is paid to the man, who in all instances pays the same over to his security. During this interval—between shipping and vessel clearing—if any report of sickness, death or hiding-away from the security is known to the broker, he at once informs the Masters or Officer of the vessel, who approves of other men in lieu of the above, and the broker ships them on the articles, if time admits, before the Shipping Master, and a further advance is given by him, taking his chance of recovering the first advance from the security.

Twenty-four hours before the time fixed for joining the vessel the brokers, assistants and runners go to every individual member of the crew, and ask and receive their clothes, chests, and bags, which they intend to carry with them on the vessel, for shipment. If any of the crew refuse to deliver, or make false excuses in delivering their clothes, chests, &c., the man is reported to the broker, who takes special care to watch the movement of the man and ship him on board with or without the assistance of the police.

In some cases men who are determined not to join will deliver a chest of rags, &c., without a murmur so as not to arouse any suspicion. The night previous to the vessel's sailing the broker and his assistants, according to usual practice, call at the house of each man, and ask them to join their vessel according to the terms of their agreement; and as the lascars do not live together in one place, but scattered all over Calcutta and suburbs, the broker or his assistant cannot wait long upon one man, but has to run in quest of others and afterwards he goes on board the vessel to see that all are on board. Very early the next morning the crews are mustered, and in some cases all on board, and in others a few are wanting, when the broker or his assistants takes the names of those who have not joined, and hasten to the place where they reside, and if found, take them on board; and in the case of defaulters take substitutes in their place. It will thus be seen that the broker and his assistants are of necessity a class of men we cannot do without, who frequently have to work the whole night previous to the vessel's leaving, and at considerable expense for further advances, garry and dinghy hire, or vessels would be detained.

There are five native licensed brokers, as follows:—

Hindus.—Grish Chunder Ghose, who has held a license from the formation of the Shipping Office, but for the last twelve years he has not worked; he simply retains his license to enable him to act for his son in case of illness.

Poorno Chunder Ghose, son of the above, has held a license for the last 13 years.

Gopal Chunder Ghose, brother of Grish Chunder Ghose, has held a license for about 15 years.

Mahomedans.—Ahmed Nassir has held a license for about 20 years.

Ali has held a license for about 3 years.

I have been 10 years working in the native department, during which not one official complaint has been made to me of any extortion on their part, and I have always found them a useful, willing class of men, thoroughly acquainted with their work, especially the Hindu brokers, who render great assistance in this department.

License Brokers' Charges.

I BELIEVE the broker's commission was 10 per cent. formerly, when the Government, about the year 1859, reduced it to 5 per cent., at which the brokers petitioned and proved that 5 per cent. would not compensate them for the trouble and expense they incurred, in fact the 5 per cent. paid to brokers is an insurance against the loss of advances, &c., from the desertion of any member or members of native crew. The reply to their petition was that and extra allowance of eight annas per man was allowed to cover the expenses of cart and dinghy hire for putting the crew's chest and bedding, also dinghy hire for the men going on board.

The following was received from the Shipping Office, but no signature was attached to it:—

W. H. G.

I am of opinion that the runner system would not act, as the advances paid to lascars are mostly in cash. To whom then will the Owners or Agents look for the recovery of advance made to deserters. If the runners be paid servants they would not take pecuniary responsibility, they would in time become lax in their duty, and in fact would become the greatest sharks of all, without any good resulting therefrom; and if paid by percentage no

change is necessary, as the present staff of licensed brokers are men of substance, and as respectable as could be got to undertake the duty required. Furthermore, we have a deposit of Rs. 1,000 each as security for the fulfilment of their duty. I again say paid runners would not take the keen interest that licensed brokers are compelled to do to protect themselves: the runner would not undertake to pay advances to substitutes from his own pocket, or incur expenses for garry and dinghy hire, which is a considerable item, especially at night, being nearly double, which if not readily done would lead to the vessel being detained, and to greater complaints.

A trial was made by the late Captain Currie (First Registrar of Merchant Seamen, in the year 1851) to introduce runners instead of brokers (who were called *ghât serangs*) and after a trial of six months the attempt was abandoned.

Brokers are paid 5 per cent. on the advances made to seamen; and from my long experience I know out of which $2\frac{1}{2}$ per cent. they allow to their runners for procuring the crew and defraying expenses for going about to obtain the necessary security for each man before paying the advance to him and from the remaining $2\frac{1}{2}$ per cent. the broker has to meet the loss of advances, &c., from desertion, and for their own support. It is therefore plainly to be seen that the brokers cannot afford to bear the expenses of arresting fees, &c.; the eight annas allowed as shipping charges barely leave anything after defraying the expenses of cart and dinghy hire for the lascar's traps, and again putting the men on board (frequently at Garden Reach) the night previous to the vessel's leaving. In some cases the expense exceeds what they get, but taking the average it covers all.

It would be impossible for the brokers to prosecute all cases of desertion, which often occur for the following reasons:—

1. A Chittagong man or a Malay deserts after obtaining his advance and proceeds to Chittagong or to Burmah, cheating his security and leaving the broker to recover the advance the best way he can from the security, which is generally by instalments.

2. After desertion secreting himself for a time to avoid detection, and then taking service in a home-trade vessel and the many other sources ready to give him employment, quite independent and unknown to the Shipping Office. Furthermore, the brokers cannot afford time and expense to hunt up deserters after the vessel has left, as he has other vessels on hand requiring his attention. He could in all cases of desertion furnish their names and place of abode to the police, and they could arrest them, and the broker could be made to identify and prove the men to have deserted (which is readily done by the police in the case of an European seaman deserting, and the Agents or Master prosecute and pay Rs. 6 arresting fee for each man; not so with the case of native seaman, no one would pay the arresting fee or give himself the time and trouble to prosecute. Furthermore, Police Inspectors are allowed a fee of Rs. 6 for each European seaman they arrest, which is readily done and fee paid in the case of European deserters, from the fact that European seaman has wages due to him from which the fees can be recovered. Not so the native seaman, he has nothing due to him but in debt to the broker for the advance he has received, therefore the Police Inspector will not move to arrest without knowing who is to pay his fee. The Agents will not run the risk of losing money seeing no prospect of recovering it again, and all they look for is the refund of advance. It therefore cannot be expected that the broker can bear the loss from $2\frac{1}{2}$ per cent. which altogether would not cover the amount of police fees, &c.

It would be a great check if the Shipping Master and his Deputy were invested with the powers of a Marine Magistrate, as cases could be summarily tried and dealt with as the men were caught, and would tend to strengthen and uphold the Shipping Office.

From the above statement it will plainly be seen that the licensed broker is a middle-man, who takes the responsibility of refunding advances and keeping a staff of runners to do the necessary work of seeing the crew on board as the Act provides.

From—ROBERT J. McCONNELL, Esq., Master, S. S. *Maharajah*,

To—W. H. GRIMLEY, Esq. C.S., President of Committee to enquire into present working of the Calcutta Shipping Office.

I HAVE the honour to inform you that my steamer leaves port to-morrow, the 29th instant, so that I shall not be able to attend the meeting to be held on Friday next.

I have therefore taken the liberty of forwarding you a clipping from the *Indian Daily News* of Saturday last, the 26th instant. It is, I think, good proof of the necessity of investing both the Shipping and Deputy Shipping Master, as at Singapore, with magisterial powers.

It is a clear case of receiving advance and desertion, but for the want of a prosecutor the man goes scot-free, with liberty to swindle some one else.

It was, I think, frankly admitted at the last meeting that under the present system Agents and Owners would not prosecute, as doing so entailed a loss of some six rupees, besides attendance at a Police Court.

This very unsatisfactory state of things could not exist if the men knew that the Shipping Master could deal with them summarily.

"INDIAN DAILY NEWS."

Saturday, January 26th, 1884.

CHEATING AND DESERTION.—Robert Watson, an inmate of the Government Almshouse, was charged in two cases; in the first with cheating in respect of Rs. 10, and in the second with having deserted from the *B. S. Bruce*, he being an article seaman.

Mr. McGuire, who was the prosecutor in the first case, informed his Worship that on the 30th November last accused was declared a vagrant by Mr. Gupta, and had since been an inmate of the home.

At first he was desirous of enlisting himself as a soldier, but changed his mind, he wished to ship himself and leave the country. On that Mr. McGuire called at the Shipping Office and spoke to the Agents of the above ship on his behalf, one of whom came over to the home and saw the accused, after which he promised to do something for him. A few days after the accused was sent for, and, having signed the articles, an advance of Rs. 17 out of Rs. 80, his salary, was made to him. Then, in consequence of the accused's representations, Mr. McGuire placed him before the Committee and obtained for him Rs. 10 from the Vagrants' Fund to enable him to purchase clothes for the voyage. The clothes were accordingly brought, and the accused then went on board, but somehow or other on the ship leaving, he disappeared, and was not seen or heard of till the night before last, when Mr. McGuire arrested him in a grog-shop.

To questions put by the Court, Mr. McGuire said that the Rs. 10 was given as a present to the accused.

His Worship observed that no cheating had been committed, and dismissed the first case; the second was also dismissed for want of prosecution.

Dated Calcutta, the 14th February 1884.

From—The Superintendent, Peninsular and Oriental Steam Navigation Company,

To—W. H. GRIMLEY, Esq., C.S., President of the Committee appointed to enquire into the system of engaging native seamen, Calcutta.

REFERRING to your letter of 20th January, and to my reply, I have now the honour to state, with reference to the Government Resolution of 15th February 1883 (Marine), my opinion is that the practice followed at the Bombay Shipping Office, by which every seaman is expected to possess a continuous record note of the ships he has served on, might be adopted with advantage in Calcutta, as it is found to be a convenience to Owners and a benefit to good seamen.

On the subject of the engagement of native crews generally, the following remarks by Captain Newell, the Company's Dock Master in Bombay, may be of interest:—

"My intimate connection with this department for the last 25 years, engaging crews for the Company's ships, has afforded me ample opportunities of observing the great need of reform, and I have felt surprise that legislation has not long since provided relief to the native seamen against the oppression of the brokers and ghât serangs, and also enabled Owners to obtain better men for their money. The present system is simply a monopoly in the hands of the broker, Owners and Ship Masters being at his mercy. In Calcutta, this power appears to be much abused, but in Bombay it is checked a good deal by the register discharges and the vigilance of the Shipping Masters. The broker, however, has great power over all the seafaring men, who know that if they offend him they will be kept out of a ship. This enables him to produce such men as he thinks proper for shipping, and leaves no discretion to the Captain in selecting their crews. I have frequently heard officers say that if they did not approve of the gang produced by the broker, they might wait, and ultimately be saddled with a worse crew. I fully concur in the measures suggested by the Committee, but would further suggest that owners might be allowed to appoint their own broker who should be registered at the Shipping Office and licensed so long as the owner wished to retain his services. I consider also that the register discharges should be handed to the Captain on the men being selected, and the men indentified by these documents when put on board by the broker. A system of advances to the families could be arranged during the long absence of the men, and with this freedom from the power of the broker, good seamen, firemen, &c., could readily be procured, and they would only be too glad to continue in the employ of large Companies like the P. and O. and others, where they are well fed and cared for."

Should your Committee be sitting again within the next seven or eight days, Captain Adamson of the *S. S. Deccan* would be happy to attend and answer any questions on the subject of native crews, on receiving timely notice.

No. , dated Calcutta, the 8th February 1884.

From—W. PIRRIE, Esq., Marine Superintendent, Asiatic Steam Navigation Co., Ltd.,

To—W. H. GRIMLEY, Esq., President of the Committee appointed to enquire into the working of the present system of shipping lascars, &c.

In compliance with your verbal request, made at the meeting of the Committee held in the Board of Revenue office on Friday, the 25th January, I have the honour to submit the following remarks and suggestions on the subject of the shipment of lascars, for the consideration of the Committee.

The Committee having apparently accepted the complaints made against the present system as a fact, it is unnecessary for me to refer further to the present working, beyond recording the fact that, from five years' experience of the work, as performed by the licensed brokers, I am of opinion that for various reasons the whole system of brokers, as at present worked, is rotten to the base. Men are signed on articles whole-sale without the slightest intention of sailing in the steamer, and worthless substitutes are put on board by the shipping brokers at the last moment when the steamer is leaving her moorings; and that any punishment for such desertion seldom or ever follows; and that the men are further robbed of their wages under the custom of *dustoorie* is too well known, being carried out in the most open manner before the eyes of the Shipping Master, even to need any further proof; but I would suggest to the Committee that I believe no system could possibly be devised which could put a stop to the practice. *Dustoorie* is a custom so generally in vogue throughout India, and so recognised by the natives themselves as a part of their means of existence almost, that any hope of doing away with it in the shipment of seamen must be abandoned, and the custom regarded as an unavoidable necessity.

The proposal put forward by the Port Officer and Shipping Master Captain Brebner, to adopt the system in vogue at Bombay of "*continuous discharges*" will, I am of opinion, fail to meet the wants of the case, unless worked by an officer who takes as strong personal interest in the matter as Captain Brebner, because it is practically impossible, for obvious reasons, to carry out the system in its integrity. The Legislature could not be expected to pass an Act prohibiting a lascar from obtaining further employment because he had lost his *continuous discharge*, and, on the other hand, were the shipowners and ship masters to co-operate even so willingly, with a voluntary scheme, the exigencies of trade are such that the demand for seamen might eventually compel ship masters to accept such seamen as they could obtain without reference to their *continuous discharge*. Two steamers' articles engaged at Bombay have been produced before the Committee at the meeting of the 25th January, and an examination of these shewed that nearly 30 per cent. of the seamen in each ship were shipped without this *continuous discharge*. Fraudulent personation, and open purchase and sale or hire of these *continuous discharges* would soon become the practice amongst lascars, as it is now amongst household servants; and discharges endorsed with misconduct would be destroyed, while applications for a new *continuous discharge* could not practically be refused.

This proposed *continuous discharge* is simply a resuscitation of the old *register tickets*, and I would beg to call the Committee's attention to the facts that this system was condemned in England in 1854 and in this country in 1859, owing to the acknowledged fact that the system could not be carried out in its perfect integrity (*vide* the preamble to the English Merchant Shipping Act, 1854, and also the Indian Merchant Shipping Act, I of 1859).

Having thus pointed out the reasons why I do not think that the new *continuous discharges* will be sufficient alone to check the present evils, I consider that they would be a great assistance in the hands of an energetic Shipping Master, one who had set himself the task of stopping the present malpractices. And I would point to the good work done in Bombay during the last few years by Captain Brebner, who personally organized and carried out this system at that Port. By his energetic action and supervision of the work of this office, taking such a personal interest in the success of the scheme, it soon became impossible for a deserter to obtain employment until he had been sufficiently punished.

I believe a great deal could be done here by the same means, but I would strongly urge that the Shipping Master should be given assistance in the way of detecting and arresting deserters, whether by means of runners, or of a few special policemen. I think also that it should be a condition of the broker's license that he must arrest and prosecute all men who do not join under a penalty or forfeiture of earnings, these men have virtually the whole control of the lascars in their hands, and, if only their conduct can be controlled so as to make them perform their work properly, a great deal of the difficulty will have been got over. It is only the certainty of prosecution and the conviction which follows that makes an Englishman join his ship, and I submit respectfully to the Committee that until a similar knowledge is instilled into the Calcutta lascar and those who have to deal with him he will still continue to personate, cheat, and desert his vessel as long as he finds he can do so with impunity.

The practice at Singapore and Penang of giving the Shipping Master magisterial powers would undoubtedly be of great assistance, or in lieu thereof, a Marine Magistrate with special nautical experience should be appointed to try all shipping cases.

ANNEXURE TO LASCAR COMMITTEE'S PROCEEDINGS.

Saturday, the 27th August 1881.

Gopal Chunder Ghose, for Turner, Morrison & Co.

versus

Amir Ali, Serang of the steamer *Pashcar*, in custody.

DEFENDANT is charged with neglecting to join the said ship on the 13th April 1881, when the said steamer was ready for sail, after having received the sum of Rs. 23 as an advance of wages, and signed articles to work on board the said ship as a seaman.

Section 83, Act I of 1859.

Plea—I was ill, Gopaul Chunder Ghose, on solemn affirmation.

Defendant should have sailed on or about 17th April in *Peahuee*. He received Rs. 32 advance, and did not sail in vessel. I next saw him yesterday at Shipping Office when he came to ship. We lost Rs. 32 + 8.

Case adjourned till Monday next for defendant's witnesses, Ather Ali, Jenish Buncce, serang, Canoo Abdool Guffoor, Abdool Rohaman. Defendant remanded to jail.

(Sd.) F. J. MARSDEN,
Chief Presidency Magistrate.

29th August 1881.

Abdool Guffoor, on solemn affirmation—

Defendant came from his country a month ago, and has been frequently to Shipping Office.

Gopal Chunder Ghose, on solemn affirmation—

I can swear I did not see him from 17th April till Friday.

Canoo, on solemn affirmation—

In April defendant went to Moulok, and returned a month ago, and used to go to office at least he told me so.

Opendronath Sen, on solemn affirmation—

I am assistant of Gopal Chunder Ghose. Defendant was shipped on 12th April about 1 saw him eight days ago, and he asked me for a job. I told him to wait, as I knew he was deserter. I went to his house after he deserted, but did not see him there. He never offered to return the money.

Abdool Rohaman, on solemn affirmation—

I have seen defendant at Shipping Office for last 15 or 16 days.

Julbe, serang, on solemn affirmation—

I saw defendant go to Gopal Baboo's house the day before vessel left, three or four days after vessel sailed. Opendro Baboo came to my house, and asked defendant for refund. Defendant said "Wait." Defendant was ill, and went to his country, and returned about 15 days ago. He went with Rs. 15 to refund it since he came from his Moulok.

The prisoner received Rs. 32 advance, and instead of sailing, absconded to his country. Sentence, 10 weeks' rigorous imprisonment, and to pay Rs. 38, costs of substitute, &c.

(Sd.) F. J. MARSDEN,
Chief Presidency Magistrate, Calcutta.

APPENDIX B.

Agreement for Foreign-going and Home Trade Ships employing Lascars, or other Native Seamen and others, made pursuant to Acts passed by the Governor-General of India in Council, and numbered No. 1 of 1859, and Indian Merchant Shipping Act V of 1883, between the Master of the Ship of the Port of , and of the burden of Tons, and the several persons whose names are set hereto on behalf of themselves and others shipped on board the said Ship within the territories under the Government of India.

AGREEMENT AND ACCOUNT OF CREW.

	Ra.	A.	P.
Engagement fee			
Discharging fee			

Name of Ship.	Official Number.	Port of Registry.	Port Number and date of Register.	Registered Tonnage.	Name of Master.	Number of his Certificate.	Date and place of Signature of agreement including name of Shipping Office.
K. C. H. Richards	2224	Glasgow		1,200	T. W. Gourlay	9405	Calcutta, 14th June 1884

DAILY SCALE OF PROVISIONS FOR LASCAR AND OTHER NATIVE SEAMEN.

Freshboard, 5 feet 7 inches.

The several persons whose names are hereto subscribed, and whose descriptions are contained on the other side of the sheet, or sheets, and of whom are engaged as sailors, hereby agree to serve on board the ship in the several capacities expressed against their respective names on a voyage from (1) Calcutta to London and back, touching at any intermediate port or ports en route, and thence to any port or ports in the United Kingdom of Great Britain and Ireland, Continent of Europe or to any port or places in the Atlantic, Pacific, Indian Ocean, China Seas, Red Sea, Persian Gulf, Australian Colonies or the Cape of Good Hope, and back to a local port of discharge in British India. Time of service not to exceed (8) eight months. It is hereby agreed that the crews are not entitled to a passage to Calcutta if discharged in any port in British India (except in cases when injured in the service of the ship). The crew hereby further agree to be transferred from this to any of the Company's steamers in any port in the United Kingdom, and there to enter into a further agreement to serve on board in any of the (C) Line Steamers on the same terms and conditions as are in this agreement, provided the time does not exceed the same period. Any cash advanced to the crew in sterling money during the voyage shall be charged at the rate of Rs. 12-8 per £.

Sailors are responsible for all losses of silver plate and cutlery, and to pay for the same.

And the said crew agree to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective duties, and to be obedient to the lawful commands of the said Master or of any person who shall lawfully succeed him, and of their superior officers, in everything relating to the said ship, stores, and cargo thereof, whether on board, in boats, or on shore, in consideration of which services to be duly performed the said Master hereby agrees to pay to the said crew, as wages, the sums against their names respectively expressed, and to supply them with provisions according to the annexed scale. And it is hereby agreed that any embezzlement, or wilful or negligent destruction of any part of the ship's cargo or stores, shall be made good to the owner out of the wages of the person guilty of the same; and if any person enters himself as qualified for a duty which he proves incompetent to perform, his wages shall be reduced in proportion to his incompetency (2).

It is also agreed that the regulations for maintaining discipline sanctioned by the Government, as printed on the last page of this agreement and numbered (3)

From 1 to 15, 20 and 21.

are adopted by the parties hereto, and shall be considered as embodied in this agreement; and it is also agreed that if any member of the crew considers himself to be aggrieved by any breach of the agreement or otherwise, he shall represent the same to the Master or Officer in charge of the ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require.

And it is also agreed that should any seaman, tinsmith, lascar, or stoker be found removing, or causing to be removed, or disposing of, whether by sale or otherwise, any stores or provisions that have been issued to himself or any portion of the crew, during the voyage, he shall be subject to a fine of ten days' pay for the first, and twenty days' pay for any subsequent offence.

Here insert any agreement regarding warm clothing entered into under section 27 of the Indian Merchant Shipping Act, 1883.

The authority of the Owner or Agent for the allotment mentioned within is in my possession (4).

Shipping Master.

In witness whereof the said parties have subscribed their names on the other side or sides hereof on the days against their respective signatures mentioned.

Signed by T. W. Gourlay, Master, on the 14th day of June 1884.

Date of commencement of voyage.	Port at which voyage commenced.	Number of crew.	THESE COLUMNS TO BE FILLED UP AT THE END OF THE VOYAGE.			
			Date of termination of voyage.	Port at which voyage terminated.	Date of delivery of lists to Shipping Master.	I hereby declare to the truth of the entries in this agreement, and account of crew, &c.
						Master.

(1) Here state either the nature and, so far as practicable, the duration of the intended voyage or engagement, or the maximum period of the voyage or engagement, and the places or parts of the world, if any, to which the voyage or engagement is not to extend. The places at which the ship is to touch should also be named.

(2) Here any other stipulations may be inserted to which the parties agree, and which are not contrary to law.

(3) Here insert the numbers of the Regulations 1 to 22, which may be agreed to.

(4) To be scored out if there is no such authority.

Additional stipulations which, under section 50 of the Indian Merchant Shipping Act IV of 1875, must be entered into and signed either by the Owner of the vessel, or by the Master in his behalf, in cases when it is agreed that the service of any lascar or other native shall end at any port not in India.

I hereby agree to provide for each of the lascars or other natives whose names are subscribed on the other side of this sheet, and who may be discharged at any port not in British India.

The port at which the service is to end

Here say either, "At employment," or "a passage free of charge," or a passage on such and such terms, stating the terms agreed on.

(a) —

(b) — Fit employment on the same terms as the above agreement on board some other vessel bound to British India.

(c) — Here insert the name of the port of shipment or any other port in India that may be agreed on.

(c) — Calcutta.

T. W. GORELAY, Owner or Master.

CERTIFICATE of SERVICE of CAETANO LOBO in the Mercantile Marine, with which is incorporated the Official Certificate of Discharge granted under Section XLIII of Act I of 1859 of the Legislative Council of India.

Birth-place.	Date of birth.	Race or caste.	Stature.		Marks on person.	REMARKS.
Goa	1840	Christian	Feet.	Inches.	3 faint scars on inside left arm, small lump on centre of forehead, scar on left jaw-bone.	
			5	4½		

Issued at Bombay on the 21st February 1882.

Registered No. 1039.

W. H. WALKER.
Acting Shipping Master
for the Port of Bombay.

SUMMARY of former Certificate of Service of the above-mentioned Seaman.

Character for Ability and Conduct.	ABILITY.					CONDUCT.					REMARKS.						
	Numbers of character indicators.					Very Good.	Good.	Fair.	Middling.	Indifferent.	Decline.	Very Good.	Good.	Fair.	Middling.	Indifferent.	Decline.
						12	6		1			17	3				

The owner of this Certificate is required to deposit it with the Master of the Vessel in which he engages to serve, and the Master is to return it to him at the termination of the voyage.
Should this Certificate become defaced or worn out, a new one may be obtained by rendering it up to the Shipping Master at the Port of Bombay.

No. of Service Certificate.	Sesman's Name.	Rating.	Birth-place.	Date of birth.	Stature.		Marks on person.	ABILITY.						CONDUCT.						REMARKS. Original numbers.
					Feet.	Inches.		Very good.	Good.	Fair.	Middling.	Indifferent.	Decline.	Very good.	Good.	Fair.	Middling.	Indifferent.	Decline.	
1	Cactano Lebo ...	Topas ...	...	1840	5	4 3/4	3 faint scars on inside left arm, small lump on centre of forehead, scar on left jaw-bone.	12	6	...	1	...	..	17	2	...	...	...	...	1033

REGISTER OF SECOND ISSUE CERTIFICATES.

Note:— When the first continuous discharge becomes filled up with service in different ships, a second form is issued, containing the characters marked on the first, and each one is entered in this book, of which this is a specimen page.

APPENDIX E.

*To**The Inspector of Police,**Calcutta, the _____ 188**Sir,*

Please arrest and put on board my ship the under-mentioned seamen who have signed articles, and are now absent without leave or have not yet joined, and I am put to great inconvenience for want of them.

The men will be pointed out to you by the licensed shipping broker or by his assistants, and the usual arresting fee will be paid by the agents.

*Yours obediently,**Master.**Ship* _____*Agents* _____

APPENDIX F.

(Substitute for E 1, C 11, and C C 5.)

(obverse)

Dis. 1.

Certificate of Discharge.

For Seamen discharged before the Superintendent of a Mercantile Marine Office in the United Kingdom, a British Consul, or a Shipping Officer in British possession abroad.

SANCTIONED BY
THE BOARD OF TRADE,
JANUARY 1889

Name of Ship.	Offici. Number.	Port of Registry.	Registered Tonnage.
Horse Power of Engines (if any).		Description of Voyage or Employment.	

No.

Name of seaman.	Age.	Place of Birth.	No. of R. N. R. Commission. or Certif.	Capacity. If Mate or Engineer See Certif. (if any).

Date of Engagement.	Place of Engagement.	Date of Discharge.	Place of Discharge.

I certify that the above particulars are correct, and that the abovenamed Seaman was discharged accordingly; and that the character described on the other side hereof is a true copy of the Report concerning the said Seaman.

Dated this _____ day of _____ 18____.

Authenticated by

Master.

Signature of Super., Consul, or Shipping Officer.

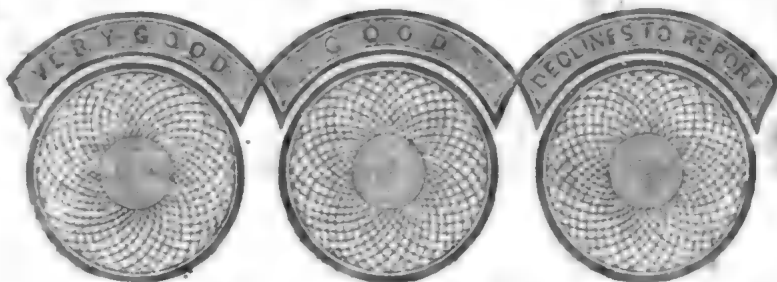
OFFICE
SEAL
OR
OFFICIAL
STAMP.

Note.—Any person who makes, assists in making, or procures to be made, any false Certificate or Report of the Service, Qualifications, Conduct or Character of any Seaman, or who forges, assists in forging, or procures to be forged, or fraudulently alters, or fraudulently altering, or procures to be fraudulently altered, any such Certificate or Report, or who fraudulently makes use of any Certificate or Report, or of any Copy of any Certificate or Report which is forged or altered, or does not belong to him, shall for such offence be deemed guilty of a misdemeanour, and may be fined or imprisoned.

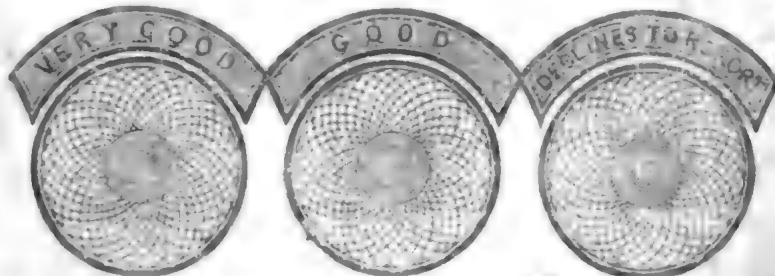
(reverse)

Note.—The Characters are to be inscribed only in the appropriate ornamented spaces below. All of these spaces which are not filled in with particulars of Character must be marked over with a thick Cross in Ink by the Superintendent, Consul, or other Shipping Officer before the Certificate is given out of his possession.

Character for Ability
in whatever Capacity
engaged.



Character for Conduct



CARE IS TO BE TAKEN THAT THE ABOVE CIRCLES ARE
CROSSED THROUGH OR FILLED IN.

Ship's name	Official number	Port of registry	Date of engagement	Port of engagement	Date of discharge	Part of discharge	CHARACTER		Master's signature	Shipping Master's signature
							Capacity	Ability		
S. S. Australia	6861	Greenock	6th February 1877	Bombay	25th July 1877	...	Lascar	Good	J. T. Murray	W. H. Walker, Deputy
S. S. Macedonia	49731	Glasgow	7th January 1878	Bombay	17th April 1878	...	Lascar	Very good	James Laird	James Brecher
S. S. Branklyn Hall	74487	Liverpool	9th August 1880	Bombay	3rd November 1880	...	Lascar	Very good	H. Collins	W. H. Walker, Acting
S. S. Colaba	78607	Glasgow	3rd December 1880	Bombay	16th February 1881	...	Lascar	Good	R. Henderson	W. H. Walker, Acting
S. S. Nepal	78821	Glasgow	24th January 1881	Bombay	10th May 1881	...	Lascar	Very good	J. T. Murray	J. Kingsland, Acting Deputy
S. S. Wistow Hall	78814	Liverpool	13th June 1881	Bombay	9th September 1881	...	Lascar	Very good	Thos. Collins	W. H. Walker, Acting
S. S. Wistow Hall	78814	Liverpool	19th September 1881	Bombay	23rd November 1881	...	Lascar	Very good	Thos. Collins	W. H. Walker, Acting
S. S. Wistow Hall	78814	Liverpool	5th December 1881	Bombay	18th February 1882	...	Lascar	Very good	Thos. Collins	H. Walker, Acting
S. S. Eydol Hall	78760	Liverpool	24th March 1883	Bombay	6th June 1883	...	Lascar	Very good	James C. Shaw	Walker, Acting

APPENDIX II

No. of Service Certificate	Name of Name	Rating	Birth place	Date of Birth	Present Employer	Stamps		Mentions present	Remarks of members	Amount
						Place	Date			
455; Abdomina	La Bippo	Lowest	Sanjapan	1940	Abdomina	0	04		Two stamps on right temple, marks on neck, back, and one on nose on right side of neck. • top of right hand finger in thumb	

Examine page of Register Book for first record of certificates.

• This column might be left out, as we have never found it of any use, and a greater space might be given to the column for the description of the wounds.

S. S. "Clan Mackenzie."

AGREEMENT No. 34501.

Amount of wages per week, including board, there or voyage.	Amount of wages advanced on entry.	Amount of weekly or monthly allowance.	Signature or initials of Superintendent, Consul, or Officer of Customs.	ADDRESS OF MASTER OR CREW.
12	13	14	15	16
Rs.	Rs.			
35	35		J. C. Hunter	Hossence, Wife, Pattaladingah.
25	25		Ditto	Allarakhy, Br., Machos Bazar.
35	35		Ditto	Nowabjan, S., Naricohingah.
23	22		Ditto	Ajim, Br., Machos Bazar.
20	20		Ditto	None.
20	20		Ditto	Hyaton, Wife, Taltolia.
20	20		Ditto	Bago, W., Machos Bazar.
20	20		Ditto	Sultan, Br., Bossorah.
17	17		Ditto	Allee, P., ditto.
17	17		Ditto	Bunny, Mr., Machos Bazar.
14	14		Ditto	Mathos, Br., Taltolia.
17	17		Ditto	Etam, P., Singapore.
12	12		Ditto	Lutefan, W., Machos Bazar.
15	15		Ditto	Curreen, Br., Sreenagore.

the proper time of the crew engaged. For these defects the Chamber of Commerce hold the brokers responsible, charging them with despotic treatment and yet ineffective control over the lascars, and with corrupt interference with the lascars' wages. The Committee's enquiries, however, do not altogether substantiate these allegations. The lascars come from various parts of India and other countries; they do not live in one place, but are scattered about all over Calcutta and the Suburbs; and there are many avenues to employment open to them both in the port and in the places of business and manufacture in the town. All this tends to weaken the hold which the brokers might otherwise have on the lascars, and while the control exercised by the former is undoubtedly ineffective, it is very unlikely that they are able to treat the lascars in the high-handed way that has been supposed.

5. According to the Committee, the person who exercises undoubted authority over the lascars is the ship's serang. His voice is potential in the selection of the crew, and he is their spokesman at the time of the engagement. As he leads, so they implicitly follow. His influence is attributed to the observance of custom and the feeling of clanship that characterize all relations in this country, while it is undeniably to the lascars' advantage to stand well with the serang when on board, even at some expense to their pockets. He thus establishes various claims against each lascar, and it is in order to adjust these that the pay of the whole crew passes into his hands at the time of discharge. This practice is not, it seems, considered a grievance by the lascars, but they accept it as a customary transaction.

6. In fact, it would even appear that the rate of pay which the lascar really receives does not follow the terms of the agreement, but is arranged between him and the serang. Out of the sum so bargained for, the lascar has to meet the claims of the boarding-house keepers, the surety, and the broker's men, besides providing for his family, and it is upon the adequacy of the wages to meet all these demands that his attendance on board or his desertion depends. These bargains and demands constitute a serious burden, and are the cause that the desertion of engaged lascars and the supply of substitutes is a matter of such constant occurrence and complaint. Until the position of the lascar is ameliorated, there appears to be no way of checking the practice of giving substitutes. The only deterrent at present is the fear of prosecution, and this is but a weak one; for the broker cannot prosecute a deserter without authority from the ship's officers or the shipping firm, and the trouble incurred, and the loss of time and money, dissuade all parties from adopting stringent measures as long as a substitute has been supplied. It happens, besides, that the fact of desertion is often concealed by a practice among the serangs of providing substitutes and making them answer to the names of the absentees. This practice also defrauds the Shipping Office of its fees. These remarks, however, fully apply to individual cases of desertion alone, for the Committee have found that the cases of desertion *en masse*, to which reference was made by the Chamber of Commerce, are special, and, as a rule, occur only in the cases of the British India Steam Navigation and Asiatic Steam Navigation Companies, which have running agreements with their crews for six months, but pay them up their full wages on the return of the vessel to Calcutta, in order to close the vessel's accounts for the voyage. It is scarcely a matter of surprise that the crews having obtained their pay and leave from the ship should sometimes fail to rejoin. Fees have, of course, to be paid in such cases upon the re-engagement of a crew, and gratifications go to all those whose claims the lascar has learnt to recognize. Here, however, it seems to the Lieutenant-Governor that the remedy lies in the hands of the Companies themselves, and if they retain their present procedure, it must be because the advantages more than counterbalance the disadvantages. Excluding all cases of substitution and failures of crews to rejoin, the desertions of individual lascars under advance are estimated not to exceed 7 per cent. of the engagements.

7. The evils of the present system therefore lie not so much in the fact that the lascars desert, for their places are almost always filled up by substitutes, as in the fact that, however careful the master may be in the selection of his crew, his arrangements are always liable to be upset by the machinations of

the serang, and he has no assurance that the crew he will ultimately get will answer his expectations. To remedy these evils, the Chamber of Commerce have put forward four proposals, namely—

- (1) The withdrawal of the brokers' licenses ;
- (2) The payment of advances, not in cash, but by advance notes payable on the sailing of the vessel with the lascar on board ;
- (3) The reorganization of the Shipping Office upon the English model ; and
- (4) The adoption of the Bombay plan of "continuous discharges."

6. The practice in England is that the master requiring a crew goes to the Shipping Office, having previously made an appointment ; seamen wanting a vessel go to the same place, and there are always plenty of men available. The master makes his selection, the terms are agreed upon, the fees paid, and the articles signed. An assistant of the Shipping Master, called a "runner," takes down each man's name and address, and at the time of sailing proceeds on board, musters the crew, and provides substitutes for absentees from among men who accompany him for that purpose. After the vessel has sailed, the runner waits upon the owner of the ship and prosecutes the absentees if so desired. It is stated that the certainty of prosecution and conviction is the chief safeguard against desertion.

9. This system does not differ very materially from that obtaining in Calcutta, except that the broker is eliminated. In England seamen's quarters are generally in the neighbourhood of the shipping, and the men look out for work independently of one another. In Calcutta, however, the circumstances, as already noticed, are quite the reverse. The Committee do not consider that the adoption of this system would secure any improvement, and the Lieutenant-Governor concurs with them. The broker can be made responsible for abuses detected. His elimination would merely distribute the responsibility among a large number of individuals of the class of the present sircars, over whom no effective control could be exercised. The Chamber's first proposal would therefore, it seems, entail either the introduction of the English system (which is their third proposal) or the replacement of the brokers by paid ghat serangs. The English system, as already remarked, is not adapted to the circumstances of Calcutta, and the third proposal is therefore inadvisable. The second of the above alternatives would not suit the needs of the majority of the shipping firms which, unlike Messrs. Mackinnon, Mackenzie and Company, cannot provide constant employment for paid serangs, and would object to be deprived of the services of the licensed brokers ; while there would be less ground to expect probity among serangs who are a poorer and less educated class than the licensed brokers. The Committee are not prepared, therefore, to recommend the abolition of the brokers, and this conclusion appears to the Lieutenant-Governor to be a sound one. The second proposal is also rejected by the Committee as impracticable. They point out that the lascar could not get the note cashed except at a heavy discount, and they consider, rightly in the opinion of the Lieutenant-Governor, that he would be unwilling to engage on such terms.

10. The Bombay plan of "continuous discharges" is the last proposal that the Chamber advocates. Its chief features are thus described by the Committee—

When a native seaman is engaged, a certificate is filled in with particulars which are carefully ascertained in the Shipping Office, of his age, height, and the marks on his person. The reverse of the certificate contains columns for showing the name of the ship, the dates of engagement and discharge, the character of the man as certified in the ship's log, &c. After the man's measure has been taken, and the distinguishing marks on his body ascertained, and these particulars have been noted in the certificate, the licensed shipping broker, who is in attendance, pays the advance, having previously warned the man that the serang has nothing to do with his wages in any way, and that it is not to the serang to whom he will in the future be indebted for a ship, but to his own discharge certificate, which will regulate his promotion or degradation, and any increase or reduction of wages consequent thereon. The man's name is then entered in the ship's articles, with the number of his certificate, and he is now allowed to leave, but not to take away the certificate. This, after being copied in a register, is put into a tin box and forwarded on board and placed under lock and key until the time of discharge comes round.

On the arrival of the vessel at the port of discharge, all the tin boxes containing the certificates are taken to the Shipping Office, together with the official log-book; and a clerk takes each certificate and fills in the particulars on its reverse, of the service, name of ship, character, &c., and these entries are signed by the master of the vessel and the Shipping Master. The like entries are made in the office register. The clerk then rolls up and returns the document to its proper case indicated by its number on the lid, and calls each man and hands his discharge to him, after which the man receives his wages in the presence of the Shipping Master and goes about his business.

If any lascar is found to have tampered with his certificate, it is taken from him and kept in the Shipping Office until he confesses, and he is then furnished with a fresh certificate, with all the particulars corrected and authenticated, for which he has to pay eight annas, which is the charge made in the first instance. The death of any lascar afloat causes the document to be cancelled by writing across it the fact and the date.

There is space on the reverse of the certificate for many entries of discharge, and when all this is filled up, the seaman can obtain what is called a second issue certificate. The face of this second issue gives an analysis of the characters entered on the first issue. This analysis is entered in a "register of second issues" which is kept up in the Shipping Office.

These certificates, after the possessor has made a few voyages, show the exact worth of a man on board. If they show invariably a good discharge, he is engaged without reference to the serang or any other person, but if there is any falling off in ability or conduct, the offer of reduced wages is the inevitable result.

The system has been in force in Bombay for about nine years, and has proved a complete success. The serang is shipped, and each seaman shows his certificate and is rated accordingly, his promotion and wages depending solely on his merits as recorded on his certificate.

11. This system clearly possesses numerous advantages over that in force at Calcutta. Under it a man with a good discharge can be sure of finding employment, and become practically independent of the licensed broker and ghât serang. The loss of the certificate that will inevitably follow desertion, since it is kept on board, must diminish the number of absentees, and the careful record of each lascar's appearance must facilitate his arrest in the event of desertion. An objection was raised that the system was merely the revival of the old plan of register tickets which had proved inoperative both in England and India; but the Committee find from an examination of the history of the registry system that it was done away with solely from reasons connected with its working in the case of European sailors, and without any reference to native seamen; so that the argument that that system had failed in regard to lascars falls to the ground. The Committee recommend that the Bombay system should be tried in Calcutta.

12. The Committee have also made a number of valuable suggestions connected with the introduction and working of the system. They do not recommend that the practice, at the time of engagement, of each man's returning his advance to the broker should be absolutely forbidden; for the broker, being responsible to the ship's agent for the amount advanced, should be allowed to make the best arrangement he can to guard against loss. But they would absolutely discountenance and put down as far as possible the similar transaction that takes place at the time of discharge. The Committee would also insist on prosecutions being instituted in every case except on good cause shown to the satisfaction of the Shipping Master; and in order to obviate the present difficulties and inconveniences, they recommend that the Shipping Master and his Deputy and Assistant should be vested with magisterial powers to dispose of cases of desertion summarily, and that the present high fee for arrest be abolished. Lastly, they recommend that the system of licensing boarding houses for native seamen should be re-enforced as a useful auxiliary to the continuous discharge system. After falling into temporary disuse, it was revived in 1880 with the object of checking the practice of giving substitutes; and for that end the keeper of the house was required to keep up a register regarding the native seamen admitted and their movements. The police were directed to inspect

these registers, but their supervision, in the absence of materials for testing the registers, could effect no check. Such materials under the continuous discharge system will be found in the Shipping Office, and the Committee recommend that the scrutiny should be made there.

13. The Lieutenant-Governor generally concurs in the Committee's views, and is of opinion that the Bombay system should be introduced at Calcutta. It must, however, be introduced, as the Committee observe on the voluntary principle. Government cannot make it compulsory by enactment. It must be left to the good sense of the Shipping Companies to make the possession of a "continuous discharge" an indispensable condition of employment; and if they and the masters of vessels set a value on the certificate, the lascars will soon learn to do the same. Success will depend on the co-operation of the Companies. Messrs. Mackinnon, Mackenzie and Company, who now employ their own ghat serangs, would be especially concerned with the change; but all Companies would need to forego the present practice of shipping and discharging crews on board. This practice has its conveniences; but unless it is relinquished and the shipment and discharge are conducted at the Shipping Office, it would be impossible, at the inception of the scheme, at least to carry out the details connected with the certificates. Afterwards, when the arrangements are in good working order, it might be possible to renew the concession in the cases of discharges. Sir Rivers Thompson is also willing to adopt the recommendations of the Committee regarding prosecutions, arrests, and the disposal of cases of desertion. Before, however, sanctioning any change, the Lieutenant-Governor would be glad if the Bengal Chamber of Commerce would consider the proposals and favour him with a report as to how far the Shipping Companies are willing to lend their assistance in giving the scheme a fair trial.

No. 652T—M, dated Darjeeling, the 20th June 1885.

From—E. N. BAKER, Esq., Offg. Under-Secretary to the Government of Bengal, Municipal Department,

To—The Secretary to the Bengal Chamber of Commerce.

IN your letter dated the 19th April 1885, containing an expression of the opinion of the Chamber of Commerce on the provisions of the Bill for the amendment of the Merchant Shipping Act, certain remarks were offered for the consideration of Government in regard to the present system of engaging lascar crews in Calcutta. The suggestions of the Chamber in the matter having commended themselves to the Lieutenant-Governor, a Committee was appointed to consider and report on the whole question. I am now directed to forward, for the information of the Chamber, a copy of the Committee's report, together with a copy of a Resolution recorded by the Lieutenant-Governor thereon, and to request that the Lieutenant-Governor may be favoured with the opinion of the Chamber on the Committee's proposals. Sir Rivers Thompson would also wish to be informed how far the Shipping Companies would be willing to lend their assistance in giving a fair trial to the scheme recommended by the Committee.

Dated Calcutta, the 1st October 1885.

From—S. E. J. CLARKE, Esq., Secretary to the Bengal Chamber of Commerce,

To—The Secretary to the Government of Bengal, Financial Department.

I AM directed by my Committee, with reference to the communications from your office, noted in the margin, to state the conclusions they have come to after a careful consideration of the report of the Committee appointed to enquire into the system of engaging native seamen in Calcutta.

No. 652T—M, dated 20th June 1885.

No. 316-652T—M, dated 2nd September 1885.

2. My Committee do not desire to prolong a discussion on the various points where the Commission have decided against their recommendations, but they still think that the Commission, somewhat too hastily overlooked the advantages of payment of advances not in cash, but by advance notes payable on the sailing of the vessel with the lascar on board.

3. There are two recommendations of the Commission to which my Committee drew the special attention of the members of the Chamber interested in shipping, and on which they have had the benefit of those members' opinions. In the Chamber's letter of 19th April 1882, amongst other recommendations, was one proposing the introduction of the Bombay system of "continuous discharges." My Committee, while still urging the introduction of this system, are disposed to agree with the conclusion arrived at in paragraph 41 of the report of the Commission, and to suggest that "if the system be introduced, it must be on the voluntary principle, it being left to the good sense of the shipping company to make the possession of a 'continuous discharge' an indispensable condition of employment."

4. In connection with the engagement and discharge of seamen, my Committee would strongly deprecate any action on the conclusion set out in paragraph 42 of the report. To compel vessels, specially those engaged in the coasting trade, to invariably engage or discharge their crews at the Shipping Office would be to subject them to very great inconvenience, and to cause them not unfrequently to lose one or two days.

5. My Committee are of opinion that where the privilege of shipping or discharging a crew on board is made the subject of an application to the Shipping Office, it should be allowed.

6. The only other suggestion of the Committee which appears to call for remark, is that conveyed in paragraph 49 of their report. There is a consensus of opinion amongst those members of the Chamber who have been consulted on the subject, that it is in every way desirable that the Shipping Master, his Deputy, and his Assistant should be invested with magisterial powers to enable them to deal promptly with cases of desertion. Very great dissatisfaction exists as to the manner in which such cases are now disposed of by the Police Courts, and in supporting the recommendation of the Commission, my Committee are but repeating the suggestion put forward in the Chamber's letter to the Government of Bengal, dated 31st July 1883, and so far as the conferral of magisterial powers on the officers of the Shipping Office is concerned, my Committee trust that His Honour the Lieutenant-Governor may find himself in a position to modify the opinion expressed in paragraph 5 of your office No. 4J—LT of 1st November 1883.

No. 2472, dated Calcutta, the 24th November 1885.

From—G. K. LYON, Esq., Offg. Under-Secretary to the Government of Bengal
Municipal Department,

To—The Shipping Master, Calcutta.

I AM directed to forward herewith a copy of a report, dated the 10th July 1884, from Mr. W. H. Grimley, President of the Committee appointed to inquire into the system of engaging native seamen in Calcutta, together with the Resolution of this Government on the report. It will appear from paragraph 13 of the Resolution that it has been decided to introduce the Bombay system of "continuous discharges," but on the voluntary principle, and I am to request that you will be so good as to frame rules based on the suggestions of the Committee, and to submit a form of discharge certificates under section 43 of Act I of 1859 for the approval of the Lieutenant-Governor. I am also to request that you will take the other measures necessary for the introduction of the system of "continuous discharges," and to submit a report on the subject.

2. I am at the same time desired to forward to you a copy of a letter, dated the 1st October last, from the Secretary to the Bengal Chamber of Commerce, stating the conclusions which the Committee of the Chamber have come to after a consideration of the report of the Committee appointed to inquire into the system of engaging native seamen in Calcutta. With reference to paragraphs 4 and 5 of that letter, I am to request that you will be so good as to report whether it would be possible in framing rules for the introduction of the Bombay system to adopt the suggestions made by the Committee of the Chamber of Commerce in those two paragraphs.

No. 1353, dated Calcutta, the 20th January 1886.

From—CAPTAIN A. W. STIPPER, I.M., Port Officer and Shipping Master, Calcutta,
To—The Secretary to the Govt. of Bengal, Municipal (Marine) Department.

In compliance with your letter No. 2472 of the 24th November last, I have the honour to submit herewith a set of draft rules based on the suggestions of the Committee appointed to enquire into the system of engaging native seamen for the introduction of the Bombay system of "continuous discharge" on voluntary principle at the port of Calcutta for foreign-going ships, together with forms of discharge certificates under Act I of 1859 (Form Nos I and II) for your approval.

2. From these rules it will be seen that provision is made for keeping a register for the issue of copies to such as had lost their discharge certificates, as it would take a long time to make correct copies from the separate records of ships; meanwhile the men could not leave the port.

3. In rule 8 I have slightly deviated from the suggestions of the Committee, as it appears to me that a descriptive roll given to the broker mustering the crew on board would be of more service than cards to men themselves who are apt to mislay the same.

4. As regards paragraphs 4 and 5 of the letter from the Bengal Chamber of Commerce under reference, I think the suggestions made therein would be fatal to the scheme, as it would involve the presence on board of the entire native department, and thus cripple the office, which could only be met by a heavy outlay. Further, it would not be practicable to apply the system of continuous discharge to vessels employed in the Home Trade, as these do not ship and discharge their crews through the Shipping Office.

5. As recommended by the Committee, supervision and control over boarding-houses of native seamen would be an advantage; but this could not be done efficiently without the co-operation of the police and the appointment of an Inspector of such houses.

6. A small increase to the office establishment to keep up registers, &c., will be necessary.

7. The rules at first reading appear somewhat lengthy; but as I apprehend considerable difficulty and a good deal of opposition from those against whose interests the system will clash, it has appeared to me desirable to obtain to its details the sanction of Government.

Draft Rules for the introduction of the Continuous Discharge System for foreign going vessels at the Port of Calcutta.

It is the business of the Shipping Office to superintend and to facilitate engagement and discharge of seamen, and to secure the presence on board at proper times of men so engaged. With the view to carry out strictly, as far as practicable, the provisions of section 4 of Act I of 1859 relating thereto, the following rules are to be observed by the Shipping Office in the engagement and discharge of native seamen at the port of Calcutta:—

Engagement of Seamen.

1. Whenever a master of a vessel wants to ship a lascar crew, he should make it known to the Assistant Shipping Master, who will inform the licensed shipping broker, or the ghât serang (in the case of vessels which have their paid ghât serang), who, on receiving notice, will collect the men at the Shipping Office at the appointed day and time of shipping.

2. On the men being mustered at the Shipping Office, the master, or the person or persons whom he delegates, will select the crew, and as soon as this is done the men shall be brought before the Assistant Shipping Master, and drawn up in a line. The agreement (form sanctioned by the Governor-General in Council from time to time) will be read out to the crew in accordance with the provisions of Section XXII of Act I of 1859. The Assistant Shipping Master will question each man whether he is willing to go in terms of the agreement just read out. Those who answer in the negative will be told to clear out of the line, and the willing body taken one by one to the measuring standard. The clerk there will take down his description, i.e., his height, and note it on the face of the Form No. I, with other particulars, viz., age, personal marks, &c., on the columns provided for the purpose. He will then call out the same to the register-keeper near him, who will compare the height with a duplicate measuring standard before his desk, and verify the other particulars noted in the above named Form No. I, which will then be handed over to the register-keeper, who will enter the particulars into his register (Form No II), and give the certificate a number corresponding with that in the register.

3. The licensed shipping broker will then pay to each of the crew the advance either in cash or in advance note (Form No. V) before the Assistant Shipping Master, deducting eight annas from each man for the certificate, which will be given to him after his term of service has expired, and at the same time will warn him that the serang has nothing to do with his wages, and that his future prospects as a seaman will depend on his discharge certificate.

The shipping clerk will then put the man on the ship's articles, noting the number of his certificate, and the seaman will sign his name or make his mark in the presence of the Assistant Shipping Master. After this is done, he will be told he is not wanted any longer.

Note—The same process is to be repeated in every case.

4. Thus, when all the men are put on the ship's articles, the shipping clerk will fill up the reverse of the certificates (Form No. I) in the columns marked for "Engagement," and have them attested by the Shipping Master, or his Deputy or Assistant, and then hand them over to the register-keeper, who will copy the same into the register (Form No. II) on the reverse in the appropriate columns.

5. When the certificates are copied into the register (Form No. II), each of them will be put into a tin case marked at the bottom *c*, bearing a number corresponding with the number of the certificate, and will then be securely tied into a bundle and delivered to the master, with instructions not to give the same to the seaman under any pretence, whatsoever, but to the Shipping Master at the port of discharge.

6. Should any member of the crew be left behind from his ship, in hospital or jail at any port during her voyage, on the ground of inability from illness, injury or imprisonment (not for desertion), the master, after filling up the columns marked "Discharge," will deliver the man's certificate to the Superintendent of Mercantile Marine of the Port, if in a British possession or colony, or, if in a foreign country, to Her Majesty's Britannic Consul, with the request to deliver the certificate to its owner on recovery or release, with his endorsement or in the case of the seaman's death, to forward it to the shipping officer at the port of engagement.

Note—Printed instructions to be given to masters to this effect, and which should be attached to every agreement.

7. At the time of the delivery of the tin cases, ship masters should also be directed by the Shipping Office to forward the certificates of all absentees under a cover addressed to the Shipping Master, who will write on the reverse of the certificate "Not joined," and also note the same in the register (Form No. II).

8. On the eve of mustering the crew on board, the licensed shipping broker will be supplied with a descriptive roll of the seamen shipped, bearing the register number, names, personal marks, &c., who, on calling the muster roll, will compare each seaman with the "Descriptive roll," in order to ascertain whether the persons then on board and those who had signed articles at the Shipping Office are identical.

9. The licensed shipping broker will report within 24 hours the names of absentees and substitutes, and the Assistant Shipping Master will record the name of each man and substitute in a register (Form No. VI) for the purpose.

10. The shipping broker will prosecute all deserters under an authority from the ship's agents, and on their guaranteeing to pay all expenses including cost of arrest, attending court, &c.

11. The foregoing rules are to be observed in the case of seamen who, for the first time, are shipping under the new system.

12. In the case of seamen shipping each time by rotation under a "Continuous discharge," all the above process is to be adhered to; only the measurement, &c., on the face of the Form No. I need not be taken.

Discharge of Seamen.

13. As soon as a vessel arrives at her final port of discharge, the master will produce at the Shipping Office his Official Log-book duly filled in, regarding the entries of conduct and ability, with the whole bundle or tin cases containing the discharge certificates.

14. The discharging clerk will take charge of these cases and open them one by one, and fill up carefully the particulars in the columns marked on the reverse of Form No. I "Discharge," and pass over the same to the register-keeper, who will at once copy the entries into the register (Form No. II) on its reverse in the appropriate columns.

15. Should the master decline to give the character of any seaman, the column for conduct and ability shall be marked with a cross (x) on the certificate as well as in the register. The entries in the certificates are to be signed by the master, and verified by the Shipping Master or his Deputy or Assistant.

16. In the event of a seaman being left behind from the ship, the discharge column in the register will be left blank, and will be filled up when the certificate comes to hand; and in the case of death of a seaman, the word "Dead" shall be written in red ink on the register, and the certificate destroyed.

17. On the date of discharge of the crew of a vessel, the master shall bring all his crew to the Shipping Office, and furnish each with an account of his wages, showing debits and credits in each.

18. The Assistant Shipping Master will call out each seaman before the pay-table, and question him whether his account is correct. If he answer in the negative, enquiries shall be

made until the matter is adjusted. To those who answer in the affirmative, the balance may be paid before the Assistant Shipping Master, and the ship's release duly signed in his presence, and the discharge certificate will then be handed to him. Before leaving the payable, he will be told by the Assistant Shipping Master that the serang has no right to touch any portion of the money he has just received, and he will also be directed to keep his certificate carefully, as it will show in course of time his exact worth, and that he will not be dependent on the serang in securing employment, and that he can earn his livelihood by himself without the co-operation of others.

19. The serang will be made to wait before the Assistant Shipping Master at his payable, and will not be paid off till all the crew have left the Shipping Office premises.

20. When all the columns on the reverse of the Form No. I have been filled in, and there is no space for further entries, a second issue certificate (Form No. III) is to be given, and a register (Form No. IV) be kept, the words "Second issue certificate" being written on the column of remarks of the Form No. II. The process regarding engagement and discharge to be observed will be the same as in the case of men shipped by rotation under a "Continuous discharge certificate" under rule 12.

21. An index to each of the two registers (Form No. II and Form No. IV), showing the seaman's name and his registered number, is to be kept.

22. Should any seaman lose his discharge certificate, a copy shall be given him on payment of the fee of one rupee.

23. Those who do not wish to ship under a "Continuous discharge" will be shipped in the ordinary way as heretofore.

FORM No. I.

No.

Original.

Certificate of Service of A. B. in the Mercantile Marine, with which is incorporated the Official Certificate of Discharge granted under Section XLIII of Act I of 1859.

BIRTH-PLACE.	Date of birth.	Race or caste.	STATURE.		Marks on person.	Place of residence.	REMARKS.
			Feet.	Inches.			

Register No.

ISSUED AT THE PORT OF CALCUTTA,

This . day of

Shipping Master at the Port of Calcutta.

[illegible]

[illegible]

FORM No. III.

Original Second Issue No. 1.

Certificate of Service of A. B. in the Mercantile Marine, with which is incorporated the Official Discharge Certificate under Section XLIII of Act I of 1859.

BIRTH-PLACE.	Date of birth.	Race or caste.	Stature.	Marks on person.	Name of the ship he last served in.	REMARKS.

ISSUED AT THE PORT OF CALCUTTA, }

This day of

Register No.

Summary of former Certificate of Service of the abovenamed Seaman.

	ABILITY.					CONDUCT.					REMARKS.		
	Very good.	Good.	Fair.	Middling.	Indifferent.	Decline.	Very good.	Good.	Fair.	Middling.		Indifferent.	Decline.

The owner of this certificate is requested to deposit it to the vessel in which he engages to serve, and the master is to return it to him at the termination of the voyage. Should this certificate become defaced or worn out, a new one may be obtained by rendering it up to the Shipping Master at the Port of Calcutta.